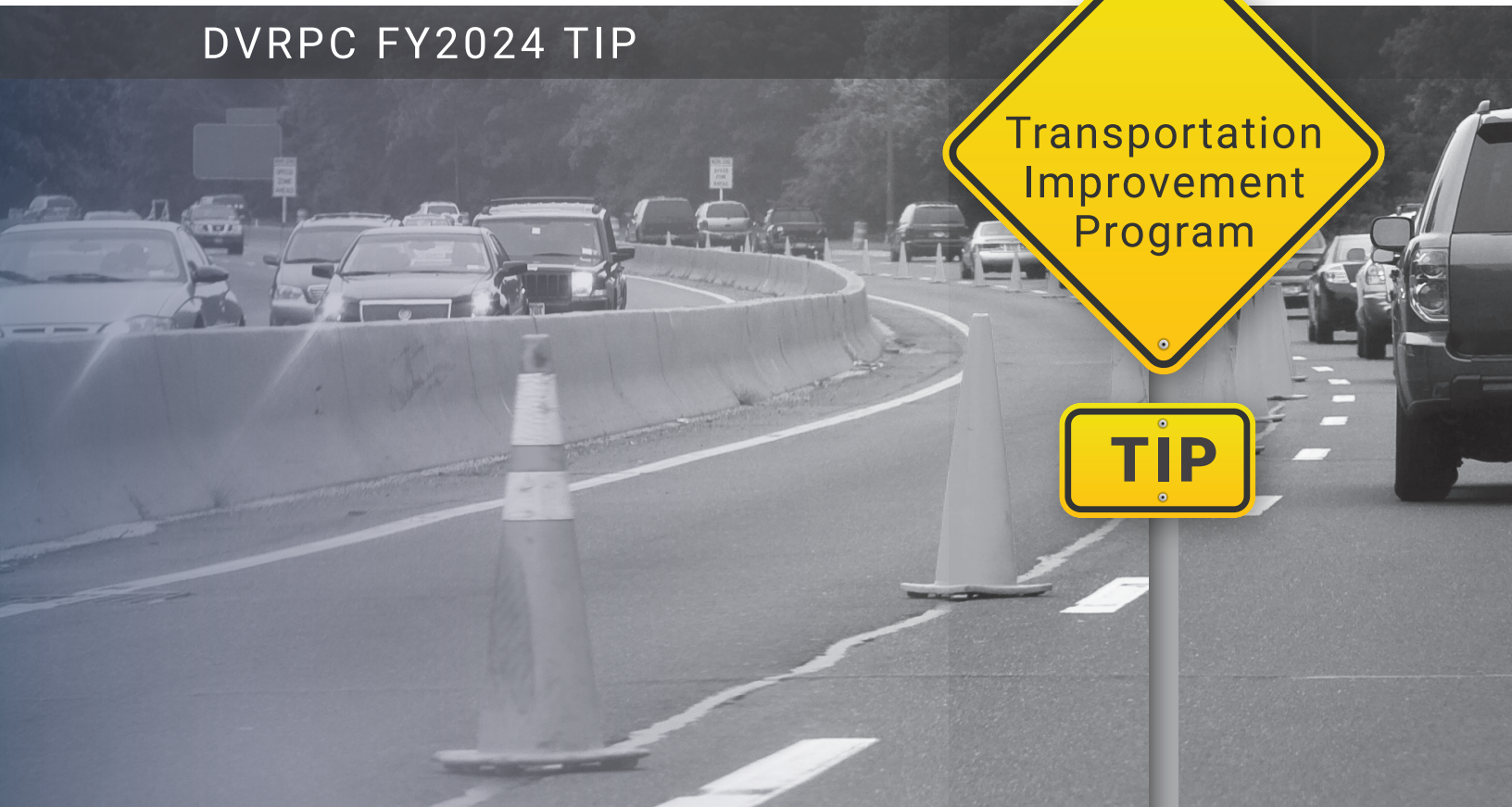




# DVRPC FY2024 TIP for New Jersey

(FY24-FY27)

DVRPC FY2024 TIP



ADDENDUM

Adopted September 2023





### **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](http://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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto: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.



# Addendum for the DVRPC FY2024 TIP for New Jersey

This addendum contains the following documents that are critical components of the TIP development and adoption process:

- ❖ A report of the DVRPC Local Program;
- ❖ The Environmental Justice Appendix, which includes detailed tables and maps to complement the information provided in Chapter 3. All tables include data for Burlington, Camden, Gloucester, and Mercer Counties;
- ❖ The overview summary of the TIP Public Involvement Process;
- ❖ The unabridged, full public comments received during the Public Comment Period. Each comment is assigned a “Comment #,” which is used to identify each individual submission/comment and corresponds to the response that was provided to that comment by the appropriate agency. Public comments were submitted from the public via: the public comment web application, e-mail, or US ground mail service;
- ❖ The responses to the public comments by the appropriate agency or agencies. DVRPC compiles the comments and responses that were received during the Public Comment Period and provides 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 general public on the program, and to assist the Board in determining whether adoption of the TIP is appropriate;
- ❖ The Recommended Changes to the Draft FY2024 TIP based on comments made during the Public Comment Period. These changes will be the first actions made after the FY2024 TIP becomes effective. The DVRPC Board is presented with the Draft Program and the List of Recommended Changes for adoption as the region’s official selection of transportation projects; and
- ❖ Several items of supporting documentation, including the DVRPC formal public notice on the Public Comment Period; a “Highlights” document of the Draft TIP, which is 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; Title VI Policy Statement and Complaint Procedures; and proofs of publication of the legal notices for the formal 30-day Public Comment Period in area newspapers, as required.

**This page is intentionally left blank.**



# APPENDIX E

## DVRPC Local Program



**This page is intentionally left blank.**

# DVRPC LOCAL PROGRAM BY COUNTY

Thursday, October 12, 2023

## Burlington

PHASE	FUND	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY24-27	FY22-33
<b>D0302</b>	<b>Burlington County Roadway Safety Improvements</b>														
EC	STBGP-PHILA			1.000		1.000		1.000		1.000				2.000	4.000
<b>D1510</b>	<b>Burlington County Bus Purchase</b>														
EC	CMAQ			0.344		0.268		0.268		0.344		0.268		0.612	1.492
<b>D1601</b>	<b>New Jersey Regional Signal Retiming Initiative</b>														
PLS	CMAQ			0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	1.400	3.500
PLS	STBGP-PHILA			0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030			0.120	0.240
<b>D2018</b>	<b>Bridge No. C4.13 over Parkers Creek on Centerton Road</b>														
CON	STBGP-PHILA							4.041	3.362					0.000	7.403
FD	STBGP-PHILA					1.100								1.100	1.100
PE	STBGP-PHILA			0.900										0.900	0.900
<b>D2202</b>	<b>CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement</b>														
CON	STBGP-PHILA							4.058						0.000	4.058
FD	STBGP-PHILA				0.750									0.750	0.750
PE	STBGP-PHILA			0.500										0.500	0.500
<b>D2207</b>	<b>Rancocas Creek Greenway, Laurel Run Park (Circuit)</b>														
CON	STBGP-PHILA			4.707										4.707	4.707
<b>D2402</b>	<b>Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and Trail Linkages</b>														
CON	STBGP-PHILA									2.000	3.500	4.000	6.500	0.000	16.000
FD	STBGP-PHILA						2.183							2.183	2.183
PE	STBGP-PHILA				0.300									0.300	0.300
ROW	STBGP-PHILA								0.750					0.000	0.750
<b>D2405</b>	<b>Resurfacing &amp; Safety Improvements to Kings Highway/Salem Avenue (CR 551)</b>														
CON	STBGP-PHILA				2.793									2.793	2.793
PE	STBGP-PHILA			0.072										0.072	0.072

# Camden

PHASE	FUND	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY24-27	FY22-33
<b>D0410 Camden County Roadway Safety Improvements</b>															
CON	STBGP-PHILA			0.700		0.700		0.700		0.700		0.700		1.400	3.500
PE	STBGP-PHILA				0.300		0.300		0.300		0.300		0.300	0.600	1.500
<b>D0601 Camden County Bus Purchase</b>															
EC	CMAQ			0.876		0.876		0.876		0.876		0.876		1.752	4.380
<b>D1709 Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)</b>															
CON	STBGP-PHILA				2.008	1.969	2.690		1.351	1.300				6.667	9.318
<b>D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout</b>															
CON	HSIP				0.500									0.500	0.500
CON	STBGP-PHILA			1.018										1.018	1.018
DES	HSIP			0.259										0.259	0.259
<b>D1914 Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)</b>															
CON	STBGP-PHILA				0.760	1.176	0.517	1.540	2.700	3.142				2.453	9.835
FD	HSIP			0.738										0.738	0.738
<b>D2021 New or Upgraded Traffic Signal Systems at Intersections, Phase 2</b>															
CON	STBGP-PHILA					3.014								3.014	3.014
DES	STBGP-PHILA			0.200										0.200	0.200
<b>D2022 New or Upgraded Traffic Signal Systems at Intersections, Phase 3</b>															
CON	STBGP-PHILA					3.194	0.746							3.940	3.940
DES	STBGP-PHILA				0.250									0.250	0.250
PE	STBGP-PHILA			0.350										0.350	0.350
<b>D2203 CR 551 (Broadway) Elevation, Little Timber Creek to Route 130</b>															
CON	STBGP-PHILA						2.400							2.400	2.400
FD	STBGP-PHILA				0.350									0.350	0.350
PE	STBGP-PHILA			0.280										0.280	0.280
<b>D2204 Erial Rd and College Drive Intersection</b>															
CON	STBGP-PHILA					2.000	2.300							4.300	4.300
FD	STBGP-PHILA				0.400									0.400	0.400
PE	STBGP-PHILA			0.450										0.450	0.450



## Camden

PHASE	FUND	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY24-27	FY22-33
<b>D2208</b>	<b>CR 544 (Evesham Rd), NJ 41 to Schubert Ave</b>														
CON	STBGP-PHILA			3.027										3.027	3.027
<b>D2213</b>	<b>Burnt Mill Road (CR 670) and White Horse Road (CR 673)</b>														
CON	STBGP-PHILA				2.158	1.400	1.642							5.200	5.200
<b>D2215</b>	<b>Gateway to Downtown Collingswood (TOP)</b>														
CON	LOCAL			0.054										0.054	0.054
CON	STBGP-PHILA			0.218										0.218	0.218
<b>D2403</b>	<b>Camden County LINK Trail</b>														
CON	LOCAL				1.900	6.400	1.300							9.600	9.600
CON	RAISE				4.300	12.100	2.600							19.000	19.000
ROW	LOCAL				0.640									0.640	0.640
<b>D2404</b>	<b>White Horse Bridge/PATCO</b>														
CON	STBGP-PHILA								3.000	4.500	3.000	4.000		0.000	14.500
ROW	STBGP-PHILA				0.600									0.600	0.600

## Gloucester

PHASE	FUND	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY24-27	FY22-33
<b>D0401</b>	<b>Gloucester County Roadway Safety Improvements</b>														
EC	STBGP-PHILA				1.000		1.000		1.000		1.000		1.000	2.000	5.000
<b>D1906</b>	<b>CR 581 (Commissioners Road), Bridge over Oldman's Creek</b>														
CON	17-STATE-DVRPC			3.095										3.095	3.095
<b>D2017</b>	<b>CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)</b>														
CON	STBGP-PHILA						1.690	5.053	2.183					1.690	8.926
DES	STBGP-PHILA				0.400									0.400	0.400
ROW	STBGP-PHILA				0.100									0.100	0.100
<b>D2216</b>	<b>Porchtown Road (CR 613) Bridge over Still Run at Iona Lake</b>														
CON	18-STATE-DVRPC					3.000								3.000	3.000
FD	17-STATE-DVRPC				0.196									0.196	0.196
FD	18-STATE-DVRPC				0.304									0.304	0.304
PE	17-STATE-DVRPC			0.400										0.400	0.400

## Gloucester

PHASE	FUND	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY24-27	FY22-33
<b>D2401</b>	<b>Resurfacing and Safety Improvement Berlin-Crosskeys Road (CR 689)</b>														
CON	STBGP-PHILA			1.100										1.100	1.100

## Mercer

PHASE	FUND	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY24-27	FY22-33
<b>99362</b>	<b>Trenton Amtrak Bridges</b>														
CON	BFP					67.457								67.457	67.457
<b>D0412</b>	<b>Mercer County Roadway Safety Improvements</b>														
CON	STBGP-TRENTON				0.600		0.700		0.700		0.700			1.300	2.700
PE	STBGP-TRENTON			0.200		0.300		0.300		0.300				0.500	1.100
<b>D1011</b>	<b>Mercer County Bus Purchase</b>														
EC	CMAQ			0.842		0.664		0.842		0.842		0.842		1.506	4.032
<b>D1710</b>	<b>Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak &amp; Assunpink Creek</b>														
CON	OTHER				16.400	16.400	8.200							41.000	41.000
<b>D1910</b>	<b>Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)</b>														
CON	HSIP				3.000	3.000	0.956							6.956	6.956
<b>D2014</b>	<b>CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave</b>														
CON	STBGP-TRENTON						3.054	1.042	1.000	2.741	5.215	6.034	6.154	3.054	25.240
DES	STBGP-TRENTON			2.000										2.000	2.000
<b>D2023</b>	<b>Circulation Improvements Around Trenton Transit Center</b>														
CON	STBGP-TRENTON							2.943	0.185	2.758				0.000	5.886
FD	STBGP-TRENTON					0.600								0.600	0.600
PE	STBGP-TRENTON			0.300										0.300	0.300
<b>L064</b>	<b>Route 206, South Broad Street Bridge over Assunpink Creek</b>														
CON	STBGP-TRENTON				4.006	4.458	1.711	1.289	3.801					10.175	15.265

## Various

PHASE	FUND	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY24-27	FY22-33
<b>01300</b>	<b>Transportation Systems Management and Operations (TSMO)</b>														
EC	STBGP-PHILA			0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166			0.664	1.328

## Various

PHASE	FUND	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY24-27	FY22-33
<b>04314</b>	<b>Local Safety/ High Risk Rural Roads Program</b>														
ERC	HSIP			2.003			1.544	3.000	3.000	3.000	3.000	3.000	3.000	3.547	21.547
<b>06326</b>	<b>Local Concept Development Support</b>														
PLS	STBGP-PHILA			0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700			2.800	5.600
<b>10347</b>	<b>Local Aid Consultant Services</b>														
EC	STBGP-PHILA				0.200		0.200		0.200		0.200		0.200	0.400	1.000
<b>11383</b>	<b>Transportation Management Associations</b>														
EC	STBGP-PHILA			2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	8.000	20.000
<b>D0204</b>	<b>Transportation and Community Development Initiative (TCDI) DVRPC</b>														
EC	STBGP-PHILA			0.155	0.755	0.155	0.755	0.155	0.755	0.155	0.755			1.820	3.640
<b>D026</b>	<b>DVRPC, Future Projects</b>														
ERC	STBGP-PHILA			0.442	0.000	0.000	0.000	0.000	1.220	4.624	9.416	11.006	12.174	0.442	38.882
ERC	STBGP-TRENTON			2.650	0.000								0.000	2.650	2.650
<b>D0407</b>	<b>Ozone Action Program in New Jersey</b>														
EC	CMAQ			0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.160	0.400
<b>D2004</b>	<b>Transportation Operations</b>														
PLS	STBGP-PHILA			0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130			0.520	1.040
<b>D2005</b>	<b>Regional Transportation Demand Management (TDM) Program</b>														
PLS	CMAQ			0.100		0.100	0.000	0.100	0.000	0.100	0.000	0.000	0.000	0.200	0.400
PLS	LOCAL			0.046		0.100		0.100		0.100				0.146	0.346
PLS	STBGP-PHILA			0.132	0.050	0.350	0.050	0.350	0.050	0.350	0.050			0.582	1.382
<b>D2305</b>	<b>DVRPC Carbon Reduction Program</b>														
ERC	CR-PHILA			2.628	2.680	2.734	2.789	2.844	2.901	2.959	3.019	3.079	3.141	10.831	28.774
ERC	CR-TRENTON			0.677	0.691	0.705	0.719	0.733	0.748	0.763	0.778	0.794	0.810	2.792	7.417
<b>X065</b>	<b>Local CMAQ Initiatives</b>														
EC	CMAQ			1.490	1.542	1.940	1.610	1.762	1.610	1.686	1.610	2.086	2.486	6.583	17.823
<b>X30A</b>	<b>Metropolitan Planning</b>														
PLS	PL			3.081	3.143	3.205	3.270	3.335	3.402	3.470	3.539	3.610	3.682	12.699	33.736
PLS	PL-FTA			1.322	1.350	1.384	1.411	1.439	1.466	1.494	1.521	1.549	1.576	5.468	14.512



## Various

<i>PHASE</i>	<i>FUND</i>	<i>FY22</i>	<i>FY23</i>	<i>FY24</i>	<i>FY25</i>	<i>FY26</i>	<i>FY27</i>	<i>FY28</i>	<i>FY29</i>	<i>FY30</i>	<i>FY31</i>	<i>FY32</i>	<i>FY33</i>	<i>FY24-27</i>	<i>FY22-33</i>
PLS	STBGP-PHILA			<b>1.700</b>	<b>1.700</b>	<b>1.700</b>	<b>1.700</b>	1.700	1.700	1.700	1.700	1.700	1.700	<b>6.800</b>	<b>17.000</b>



# APPENDIX F

## DVRPC TIP Benefit Evaluation Criteria

**This page is intentionally left blank.**



# DVRPC TIP-LRP PROJECT BENEFIT CRITERIA

Using evaluation criteria is one strategy to effectively balance programming the region's needs and resources. The goal of the Plan-TIP Project Benefit Evaluation Criteria is to provide a universal, data-informed support tool to guide transportation project investment decisions. The criteria analyze how each proposed candidate TIP project aligns with the vision and goals of the *Connections 2050 Long-Range Plan for Greater Philadelphia* and contributes to implementing the region's vision in the shorter-term TIP. The criteria also provide data to analyze how each candidate project supports the FHWA and FTA Transportation Performance Management Measures and related safety and asset management plans.

The Benefit Evaluation Criteria are intended to highlight some of the trade-offs that occur as the region strives to develop a balanced program of investments, including diverse project types and regional equity. The Benefit Evaluation Criteria can be used to evaluate a variety of modes (roadway, transit, bike, pedestrian, freight) and project types, and can be used in the New Jersey and Pennsylvania counties in the DVRPC region. The Benefit Evaluation Criteria draw from existing analytical processes already conducted by DVRPC, most notably the Congestion Management Process (CMP). FHWA requires a project evaluation process to guide selecting projects for the TIP.

The Benefit Evaluation Criteria analysis is one of many considerations that go into determining which projects are ultimately advanced into the TIP. There are many benefits that an individual project may have that are not fully captured in this analysis. Projects may have inaccurate, missing, or incomplete data largely due to the early stages of project development in which a project exists. Some other project selection considerations include geographic equity, regional and local priorities, political support, funding eligibility, performance-based planning and asset management, project readiness, and ability to leverage other investments. More specific project criteria will continue to be used to evaluate projects using special fund categories. Funding sources that have their own criteria developed for very specific analysis include Transportation Alternatives Set-Aside Program (TASA), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality (CMAQ). In these instances, the more specific project evaluation criteria will be used in conjunction with or in place of the TIP-LRP Project Benefit Evaluation Criteria. During the development of the TIP for New Jersey, only new candidate projects were assessed by DVRPC's universal Benefit Evaluation Criteria.

For this analysis, DVRPC used the revised Plan-TIP Project Benefit Evaluation Criteria adopted by the DVRPC Board on July 25, 2019. The Benefit Criteria were developed with New Jersey and Pennsylvania members of a working subcommittee of the DVRPC Regional Technical Committee (RTC) and were designed to align directly with the multimodal goals of the LRP, as well as reflect the increasingly multimodal nature of projects in the TIP and LRP. The original and newly adopted Benefit Criteria generally consider one of two key questions:

- Is this project located where we want to make investments?
- How beneficial or effective is this project?

The TIP Benefit Evaluation Criteria were developed to represent the following characteristics:

- align with the Long-Range Plan and other regional objectives;
- be relevant to different types of TIP projects;
- indicate differences between projects;
- avoid measuring the same goal(s) multiple times;

- cover the entire 9-county region;
- be more quantitative than qualitative;
- incorporate scale;
- use readily available data with a strong likelihood of continued availability; and
- be simple and understandable.

The following briefly summarizes each criterion for project evaluation.

## Safety

This criterion relates to the LRP goal of creating a safer transportation system. Projects score points by implementing FHWA-proven safety countermeasures or other safety strategies with specific crash reduction factors, addressing department of transportation (DOT)-identified high-crash locations and crashes in communities of concern, including high concentrations of low income, racial and ethnic minority, and disabled populations; or by implementing safety-critical transit projects that help meet safety performance measures identified by a Public Transportation Agency Safety Plan (PTASP).

## Facility/Asset Condition and Maintenance

This criterion relates to the LRP goal of rebuilding and maintaining the region’s transportation infrastructure. Projects score by bringing a facility or asset into a state of good repair, extending the useful life of a facility or asset, or providing reduced operating/maintenance costs.

## Reliability and Congestion

Increasing reliability and reducing congestion are goals in the LRP. Projects score based on location in a CMP congested corridor, implementing a CMP strategy appropriate for that corridor, or being located on a road with a high Planning Time Index (PTI); or transit facility with a low on-time performance.

## Centers and the Economy

This criterion reflects the LRP’s core principle to create livable communities within more than 120 regional development centers and Freight Centers. Projects score based on location within a quarter-mile of a Planning or Freight Center; or within a high, medium-high, or medium transit score area, providing a connection between two or more Centers; location in a municipality that meets Economic Development Administration funding eligibility requirements (per capita income or unemployment); location within a half-mile of a major regional visitor attraction; or for being part of a major-county-identified economic development project.

## Multimodal Use

This criterion looks at how much use the facility or asset receives in a multimodal manner, to determine the scale of the project’s impact on the transportation system. Projects score based on the total number of person trips (driver trips + passenger trips + transit trips + bike trips + pedestrian trips) and daily trucks using the facility or asset, and overall benefit to multimodal trip making.

## Equity

This criterion evaluates how the project serves under-represented and disadvantaged communities and other population groups with additional transportation needs. Projects score based on location in census tracts with high Indicators of Potential Disadvantage (IPD) communities, including population assessment within

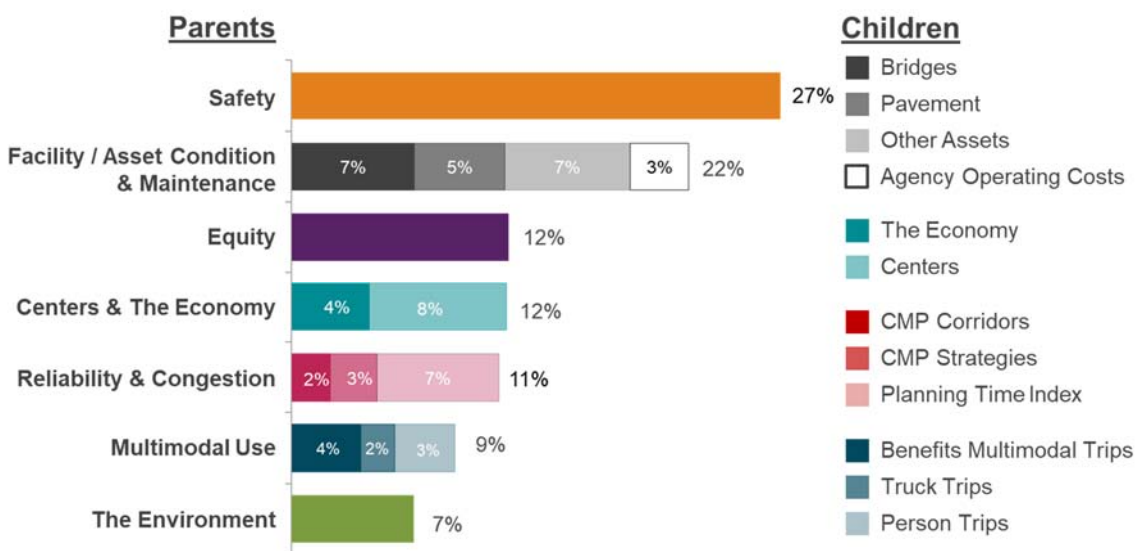
the census tract; no score for projects that increase vehicle speeds above 30 miles per hour (mph) or traffic volumes in tracts with above-average or well-above-average IPD scores.

## The Environment

This criterion relates to the LRP goal of limiting transportation impacts on the natural environment. Projects score by delivering high air quality benefits (per FHWA guidance) or incorporating environmentally friendly design principles.

After defining the Benefit Evaluation Criteria, a decision-making tool was used to weigh them, as shown in the criteria and sub-criteria weighting chart (Figure F-1). Each candidate project evaluated for the TIP received a total benefit score, equal to the sum of the weight multiplied by the rating for each criterion. The tool compared the project’s estimated total state and federal cost to the total score, as a benefit-cost ratio. The tool provided a ranking of projects with the highest total benefit points, benefit-cost ratios, and cost-benefit per total users. When candidate projects are added to the TIP as part of the update process, the RTC makes the recommendation, and ultimately the DVRPC Board makes the final decision to determine TIP project selections.

**Figure F-1: Criteria and Sub-criteria Weighting**



Source: DVRPC, 2021

## TIP Evaluation Criteria and Measures

The following table details each of the proposed criteria rating scales, including “TIP+” criteria that apply only to LRP system expansion candidate projects.

## TIP and TIP+ Criteria Rating Scale Summary

Criteria	Sub-Criteria	Data Source	Rating Scale (each Criteria/Sub-criterion can score up to 1 point)
Multimodal Use: 9%	Person Trips: 37%	Roadway Management System (RMS), Transit Ridership Data, Bike/Ped Counts	<p>Person Trips = Driver Trips + Passenger Trips + Transit Trips + Bike Trips + Ped Trips.</p> <p>Driver Trips = Facility Length (if <math>\geq 1</math>) <math>\times</math> Annual Average Daily Traffic <math>\div</math> Average Trip Length [from most recent DVRPC Household Travel Survey].</p> <ul style="list-style-type: none"> <li>New facilities to use data from macro- or microsimulation results. If no results available, score = 0.</li> </ul> <p>Passenger Trips = Driver Trips <math>\times</math> (Average Vehicle Occupancy – 1) [from most recent DVRPC Household Travel Survey].</p> <p>Transit Trips = [for all bus and trolley routes along road segment] <math>\Sigma</math> Daily Transit Riders <math>\times</math> Average Transit Trip Length <math>\div</math> Transit Route Length.</p> <ul style="list-style-type: none"> <li>New facilities to use data from macro- or microsimulation results. If no results available, score = 0.</li> </ul> <p>Bike and Pedestrian Trips = Bike/Ped Counts along Road Segment.*</p> <ul style="list-style-type: none"> <li>Project with Highest Person Trips = 1 point; for all other projects Person Trips <math>\div</math> Highest Person Trips.</li> </ul>
	Daily Trucks: 21%	RMS	<p>TIP: 1 point if the average road segment has more than 1,000 trucks per day; 0.6 points if average segment has more than 500 trucks; 0.4 points if average segment has more than 250 trucks; 0.2 points if average segment has more than 100; and 0.1 points if average segment has more than 50 trucks.</p> <p>TIP+: 1 point if the average road segment has more than 5,000 trucks per day; 0.6 points if average segment has more than 2,500 trucks; 0.4 points if average segment has more than 1,000 trucks; 0.2 points if average segment has more than 250; and 0.1 points if average segment has more than 100 trucks.</p>
	Benefits Multimodal Trips: 42%	Project Type and Description	<ul style="list-style-type: none"> <li>Significant Trip Length Reduction (new transit line, Circuit Trail Network, protected bike lane, more than two miles of bike lanes or sidewalks, new gridded road segments with three lanes or fewer and intersections spaced no more than every 600 feet, makes difficult to fill gap in ped/bike facility network, transit signal priority, doubling tracks/sidings, multimodal transfer hub) = 1 point.</li> <li>Moderate Trip Length Reduction (shorter new bike/ped facilities, interconnected signal systems timed for speeds under 30 mph, transit station enhancements, new transit vehicles, real-time transit information, park-and-ride facilities, bikesharing programs, bike/ped safety, traffic calming, or pick-up and drop-off zones) = 0.85 points.</li> <li>Slight Trip Length Reduction (access management/channelization, streetscapes, rehabilitation of existing bike/ped facilities, Americans with Disabilities Act improvements, or carsharing programs) = 0.7 points.</li> <li>No Change (reconstruction, rehabilitation, and maintenance projects; safety improvements, roundabouts, roadway realignment, real-time traveler information, traffic monitoring, incident management/emergency response, or electric charging stations) = 0.5 points.</li> <li>Slight Trip Length Increase (intersection improvements that increase crossing distance, interconnected signal systems timed for speeds above 30 mph, new transit parking facilities, intelligent transportation systems, center turn lanes, turning lanes, or minor SOV capacity-adding projects in CMP) = 0.3 points.</li> <li>Moderate Trip Length Increase (minor roadway expansion projects in LRP, or active traffic management strategies) = 0.15 points.</li> <li>Significant Trip Length Increase (major regional roadway expansion projects in LRP, major SOV capacity-adding projects in CMP, or flex lanes) = 0 points.</li> </ul>

Criteria	Cub-Criteria	Data Source	Rating Scale (each Criteria/Sub-criterion can score up to 1 point)
Equity: 12%	—	IPD	<p>If project increases vehicle speeds above 30 mph or traffic volumes in tracts with above-average or well-above-average IPD Composite Value = 0 points. For all other projects, Equity Population Score = <math>\sum</math> [For all census tracts project is located in] Census Tract Population <math>\times</math> IPD CV <math>\div</math> 36.</p> <ul style="list-style-type: none"> <li>Project with Highest Equity Population Score = 1 point; for all other projects: Equity Population Score <math>\div</math> Highest Equity Population Score.</li> </ul>
Reliability and Congestion: 11%	CMP Strategies: 22%	CMP	CMP 1.0 points if project implements a Very Appropriate strategy in the project's primary CMP corridor (as identified by CMP Database); 0.5 points if it utilizes an Appropriate Strategy; and 0.25 points if the project incorporates an Appropriate Everywhere Strategy.
	CMP Corridors: 19%	CMP	CMP Corridor Score = (project length in priority corridor $\times$ 100% + project length in congested corridor $\times$ 75% + project length in emerging corridor $\times$ 25%) $\div$ total project length.
	Reliability: 59%	Level of Travel Time Reliability (LOTTR)/ Transit On-Time Performance	<p><b>Roads and Surface Transit:</b> PTI &gt;3.0, 1 Point; PTI &lt;1.5, 0 points; else Rating = (PTI - 1.5) <math>\div</math> 1.5.* [PTI = 95% travel time <math>\div</math> Free-Flow Travel Time].</p> <p><b>Transit Routes with dedicated Right-of-Way (ROW): On-Time Performance (OTP):</b> If (OTP) &lt;75%, 1 point; else 4 <math>\times</math> (1 - OTP).</p> <p>New or extended system expansion projects (instead of above scoring; widening existing roads can use "Roads and Surface" scoring above): How fully has the project been studied? Study must have "build" recommendation in order to score points below.</p> <ul style="list-style-type: none"> <li><b>Roads:</b> Based on the respective PennDOT or NJDOT project database. This criterion gives credit for the highest authorized phase. Each preceding phase must also have been authorized (e.g., a project would not receive credit for authorized Utility or ROW unless it had previously been authorized for Final Design). Authorized for Construction = 1 point; Authorized for Utility or ROW = 0.75 points; Authorized for Final Design = 0.5 points; Authorized for Preliminary Engineering = 0.25 points; or Concept Development, Feasibility Study, or Corridor Plan with microsimulation = 0.125 points.</li> <li><b>Fixed Transit Routes:</b> If the project has a completed Environmental Impact Statement = 1 point; a completed FTA Alternatives Analysis (Full Alternatives Analysis) = 0.75 points; a feasibility analysis or non-FTA alternatives analysis (Conceptual AA) = 0.5 points; a sketch-level planning study (Sketch Plan) = 0.25 points.</li> </ul>
Centers and the Economy: 12%	Economic Impacts: 36%	Project Sponsor, RTC, DVRPC	<ul style="list-style-type: none"> <li>Project is located in a municipality that meets Economic Development Administration funding eligibility requirements (per capita income or unemployment, consistent with Comprehensive Economic Development Strategy) = 0.67 points.</li> <li>Project is located within a half-mile of a major regional visitor attraction or major-county-identified economic development project = 0.33 points.</li> </ul>
	Centers: 64%	Connections 2045 Centers, Freight Centers, Transit Score Index	<p><b>Up to a max of 1 point:</b></p> <ul style="list-style-type: none"> <li>(100% <math>\times</math> Project length within quarter-mile or inside Planning or Freight Centers + 100% <math>\times</math> project length in high transit score areas + 75% <math>\times</math> project length in medium-high transit score areas + 50% <math>\times</math> project length in medium transit score areas)/total project length.</li> <li>0.25 points if project improves or maintains a facility that links two or more regional Planning or Freight Centers.</li> </ul>



Criteria	Sub-Criteria	Data Source	Rating Scale (each Criteria/Sub-criterion can score up to 1 point)
Facility/Asset Condition and Maintenance: 22%	Bridges: 31%	Bridge Asset Management System Rating	<p>Bridge Improvement Score (BIS) = 1 × bridge deck area with deck/super/sub/culvert rating of 3 or less or a posted or weight-restricted bridge deck area + 0.8 × bridge deck area with deck/super/sub/culvert rating of 4 + 0.6 × (TIP) bridge deck area not in poor condition but will have its useful life extended or (TIP+) bridge deck area with a superstructure, substructure, or culvert rating of 5.</p> <ul style="list-style-type: none"> <li>Highest BIS = 1 point; for all other projects BIS ÷ Highest BIS.</li> </ul>
	Pavement: 23%	Pavement Asset Management System Rating	<p>Pavement Improvement Score (PIS) = 1 × lane miles with an International Roughness Index (IRI) of ≥220 + 0.8 × lane miles with an IRI of ≥170 + 0.6 × (TIP) lane miles not in poor condition but will have useful life extended or (TIP+) lane miles with an IRI of ≥150. Local roads with Present Serviceability Rating (PSR) can be substituted for local road segments with no IRI data: 1 × lane miles with PSR ≤1.5 + 0.8 × PSR ≤2.0 + 0.6 × lane miles with PSR &gt;2 but will have useful life extended. On 100-point scales, multiply PSR thresholds by 20.</p> <ul style="list-style-type: none"> <li>Highest PIS = 1 point; for all other projects PIS ÷ Highest PIS.</li> </ul>
	Other: 31%	Other Asset Management Systems (Incl. Transit)	<ul style="list-style-type: none"> <li>1 point if the improvement brings the asset from a poor condition into a state of good repair.</li> <li>0.6 points if the project extends the useful life of a facility/asset not in poor condition.</li> </ul>
	Agency Operating Costs: 15%		<ul style="list-style-type: none"> <li><b>PUBLIC AGENCY OPERATING COSTS:</b> Project significantly increases agency operating costs (e.g., major new facilities) = 0 points; project somewhat increases agency operating costs (i.e., minor new facilities, such as signals) = 0.25 points; no change in agency operating costs = 0.5 points; project somewhat reduces agency operating costs (i.e., design cost savings, roundabouts in place of signals, stormwater infrastructure) = 0.75 points; project significantly reduces agency operating and maintenance costs (i.e., improved infrastructure condition, new transit route or transit improvements that increase farebox recovery rate above 100 percent) = 1 point.</li> </ul>
The Environment: 7%	—	Project Sponsor/ Project Scope	<p><b>UP TO A MAX OF 1 POINT:</b></p> <ul style="list-style-type: none"> <li><b>OXIDES OF NITROGEN (NOx) MEDIAN COST-EFFECTIVENESS FOR EMISSION REDUCTIONS:</b> <ol style="list-style-type: none"> <li>1.0 point for idle reduction programs, heavy vehicle diesel engine replacements, park-and-ride facilities or programs, transit service expansion, bike/ped improvements; or incident management programs, intermodal freight improvements, employee transit benefits, transit amenity enhancements, carsharing programs, and extreme-temperature cold-start technologies.</li> <li>0.75 points for traditional ridesharing programs (not Transportation Network Companies) and intersection improvements, subsidized transit fares, bikesharing programs, and electric charging stations.</li> <li>0.5 points for roundabouts.</li> </ol> </li> <li><b>GREEN DESIGN: 0.5 POINTS FOR INCORPORATING ANY ITEM FROM ONE OF THE BULLETS BELOW (UP TO 1 POINT):</b> <ul style="list-style-type: none"> <li>Green design: bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins.</li> <li>Green or recycled materials: use of warm-mix asphalt, long-life pavement materials, pervious pavement, or smog-absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.); or project supports or enhances recycling efforts.</li> <li>Reduced environmental impact: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhanced habitat connectivity or wildlife crossings, rehabilitating assets/facilities instead of replacing.</li> </ul> </li> </ul>

\* Where data is available

Criteria	Sub-Criteria	Data Source	Rating Scale (each Criteria/Sub-criterion can score up to 1 point)
Safety: 27%	—	New Jersey Department of Transportation (NJDOT) and Pennsylvania Department of Transportation (PennDOT) Crash Databases, Crash Modification Factors Clearinghouse (CMF), FHWA-Proven Safety Counter-measure	<p><b>UP TO A MAX OF 1 POINT:</b></p> <p><b>A. SAFETY STRATEGY (HIGHEST SCORING PROJECT COMPONENT BELOW):</b></p> <ul style="list-style-type: none"> <li>● <b>FHWA-proven safety countermeasure and four- or five-star rating CMF clearinghouse crash reduction factor (CRF) &gt;30 = 0.6 points:</b> roundabouts, corridor access management, extend yellow change intervals, or dedicated left- and right-turn lanes at intersections.</li> <li>● <b>Four- or five-star rating CMF clearinghouse CRF &gt;30 = 0.5 points:</b> upgrade railroad (RR) crossing signs to flashing lights, install gates at RR crossings with signs, install a traffic signal or convert to all-way stop control, change to protected left turn, improve angle of channelized right-turn lane, install automated speed enforcement or red-light cameras, install speed humps, reduce/decrease lane width, provide intersection illumination, traffic calming, widen narrow shoulders, or install a “Vehicles Entering When Flashing” system.</li> <li>● <b>FHWA-proven safety countermeasure and four- or five-star rating CMF clearinghouse CRF &gt;15 = 0.4 points:</b> median and pedestrian crossing islands in urban and suburban areas, road diets, longitudinal rumble strips and stripes on two-lane roads, pedestrian hybrid beacons, median barrier, or backplates with retroreflective borders.</li> <li>● <b>Four- or five-star rating CMF clearinghouse CRF &gt;15 = 0.3 points:</b> improve roadway lighting (including light-emitting diode [LED] upgrade), install intersection conflict warning systems, install variable speed limits, reduce posted speed limit/mean speed, implement automated speed enforcement system, install advanced yield or stop markings and signs, or increase all red clearance intervals.</li> <li>● <b>FHWA-proven safety countermeasure and four- or five-star rating CMF clearinghouse CRF &gt;0 = 0.2 points:</b> safety edge, walkways, enhanced delineation and friction for horizontal curves, or roadside design improvement at curves.</li> <li>● <b>Four- or five-star rating CMF clearinghouse CRF &gt;0 = 0.1 points:</b> install adaptive traffic signal control, resurface pavement, provide flashing beacons at stop-controlled intersections, install red-light indicator lights, median treatment for ped/bike safety, install dynamic speed feedback sign, implement systemic signing and marking improvements at stop-controlled intersections, install pedestrian countdown timer; improve signal visibility (increased signal lens size, new backplates, reflective tape to existing backplates, box span signals, or additional signal heads).</li> <li>● <b>Transit projects = 0.4 points</b> for greater safety benefit.</li> </ul> <p><b>B. LOCATION/CRITICALITY (TIP: ONLY SCORES IF POINTS AWARDED FOR “A” ABOVE, UP TO A MAX OF 0.4 POINTS FOR ROAD PROJECTS; TIP+: SCORES REGARDLESS OF WHETHER OR NOT POINTS AWARDED FOR “A” ABOVE):</b></p> <ul style="list-style-type: none"> <li>● <b>Pennsylvania Roads</b> = Project is located on a Highway Safety Network Screening segment with an expected crash (XS) reduction rating greater than 4 or project located in census tracts identified through DVRPC’s Crashes and Communities of Concern analysis = 0.4 points; project is located on a Highway Safety Network Screening segment with an XS reduction rating greater than 0.8, or project is located on and clearly responds to a DOT-identified high-crash location issue, or project is located in current city of Philadelphia High-Injury Network = 0.2 points; project is located on a Highway Safety Network Screening segment with an XS reduction rating greater than 0, or project is located on a DOT-identified high-crash location = 0.1 points.</li> <li>● <b>New Jersey Roads</b> = Project is located on a New Jersey HSIP Eligible State or Local Road (Intersections, Ped. Intersections, High-Risk Rural Roads, Ped Corridors) with a state rating to be determined, DVRPC rating of 100 or less or a county rating of 20 or less; or comes from a Road Safety Audit, Congestion and Crash Site Analysis Program locations, or project located in census tracts identified through DVRPC’s Crashes and Communities of Concern analysis = 0.4 points; project is located on a New Jersey HSIP Eligible State or Local Road = 0.2 points.</li> <li>● <b>Transit</b> = If project is a safety-critical project that helps meet safety performance measures identified by PTASP = 0.6 points.</li> </ul>

This page is intentionally left blank.

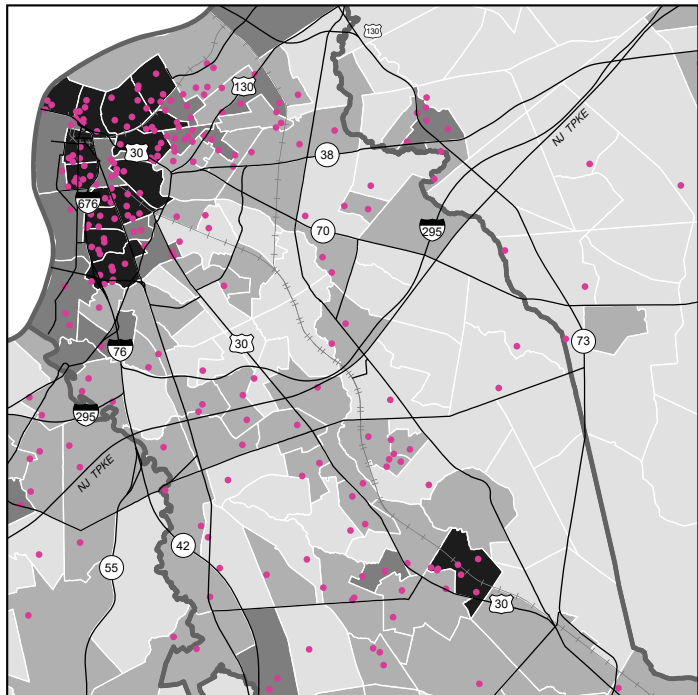


# APPENDIX G

## Environmental Justice Appendix

**This page is intentionally left blank.**

# Equity Analysis: Concentrations of Low Income Populations



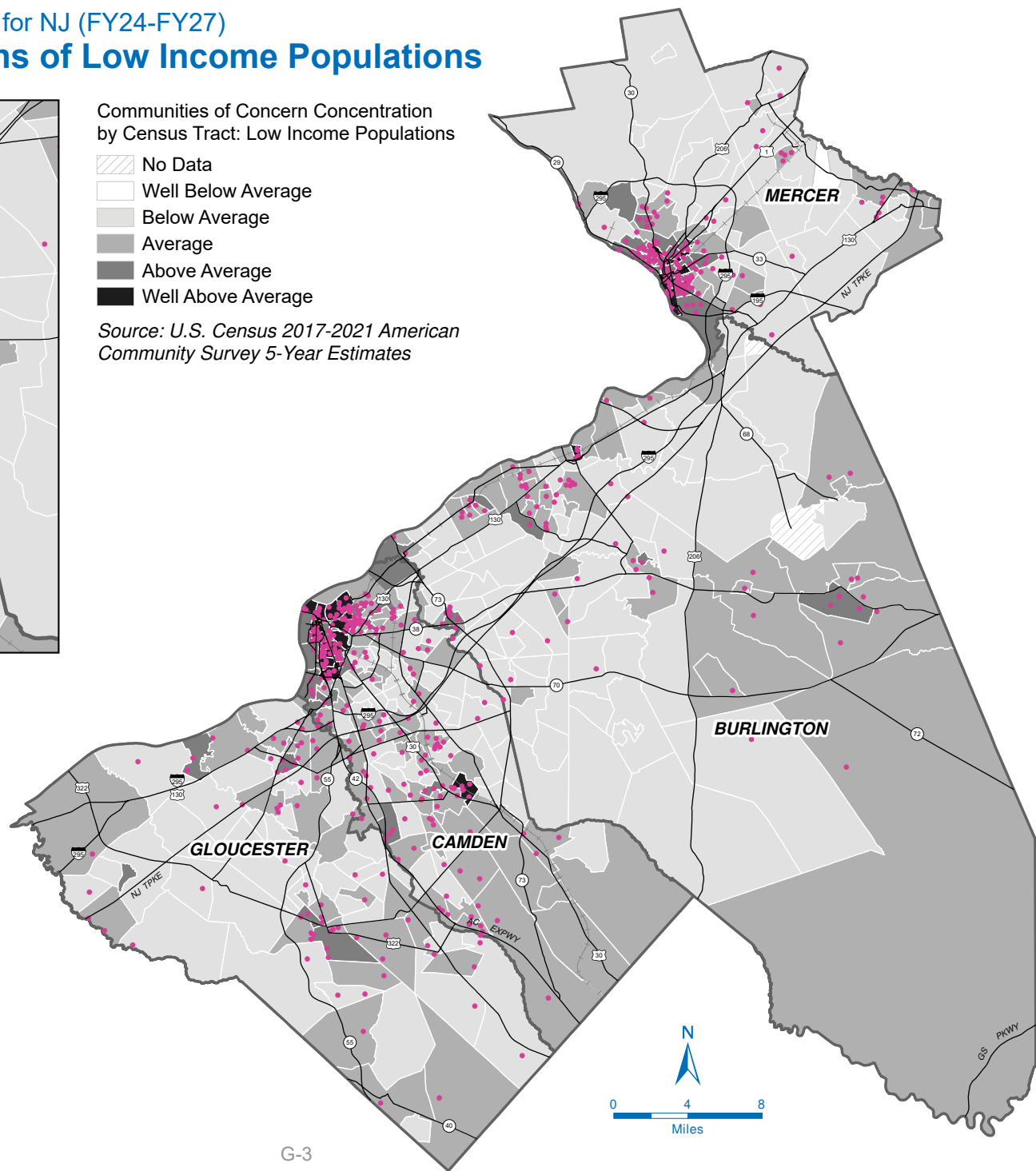
Communities of Concern Concentration by Census Tract: Low Income Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

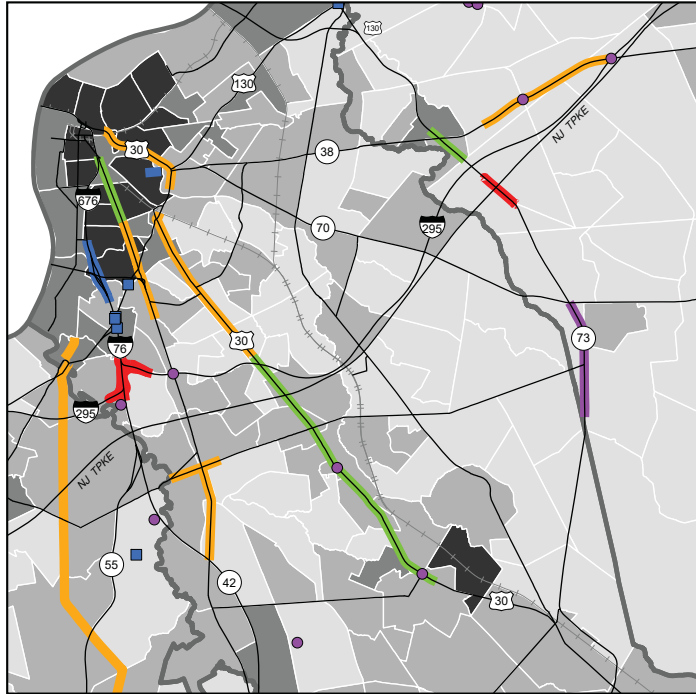
Source: U.S. Census 2017-2021 American Community Survey 5-Year Estimates

• Persons in Poverty (1 Dot = 250 Persons)

Source: U.S. Census 2017-2021 American Community Survey 5-Year Estimates



# Equity Analysis: Concentrations of Low Income Populations



Communities of Concern Concentration by Census Tract: Low Income Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2017-2021 American Community Survey 5-Year Estimates

DVRPC FY2024 TIP for NJ (FY24-27)\*

- Intersection/Interchange Improvement
- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Roadway New Capacity
- Roadway Rehabilitation
- Streetscape
- Other

\* Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.

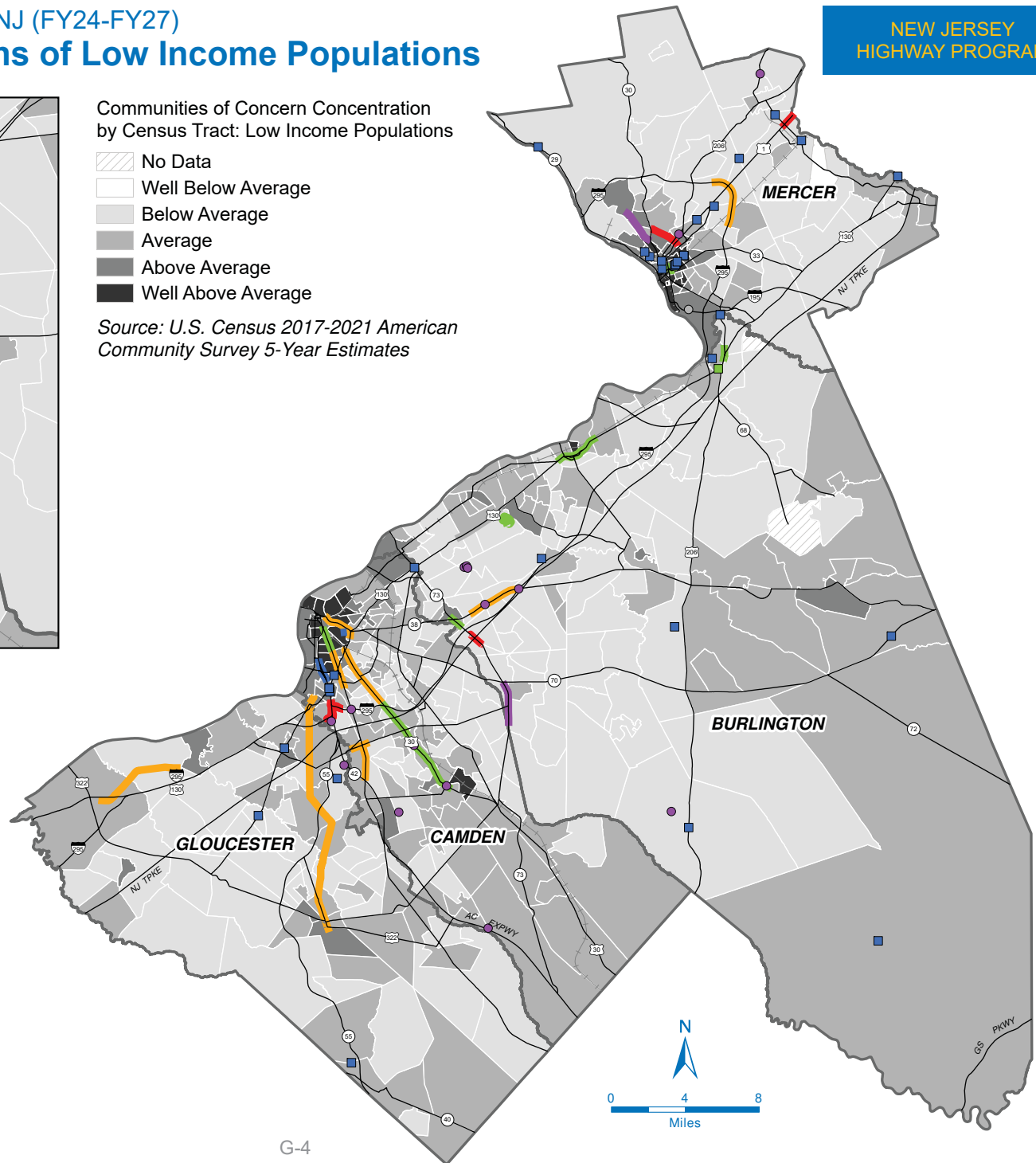


Figure G-2



# Equity Analysis: Concentrations of Low Income Populations



Communities of Concern Concentration by Census Tract: Low Income Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2017-2021 American Community Survey 5-Year Estimates

DVRPC FY2024 TIP for NJ (FY24-27)\*

Transit Project

\* Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.

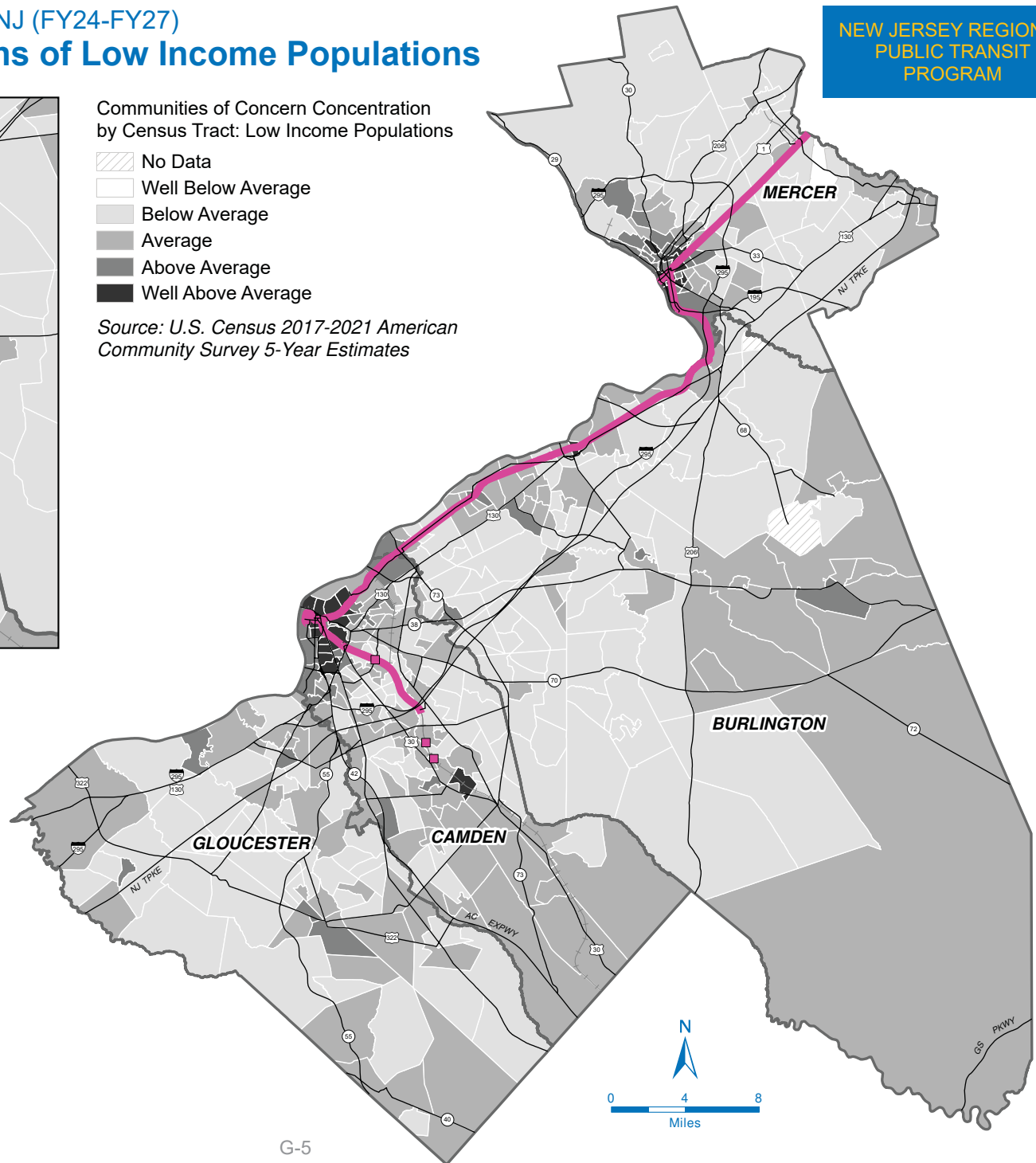
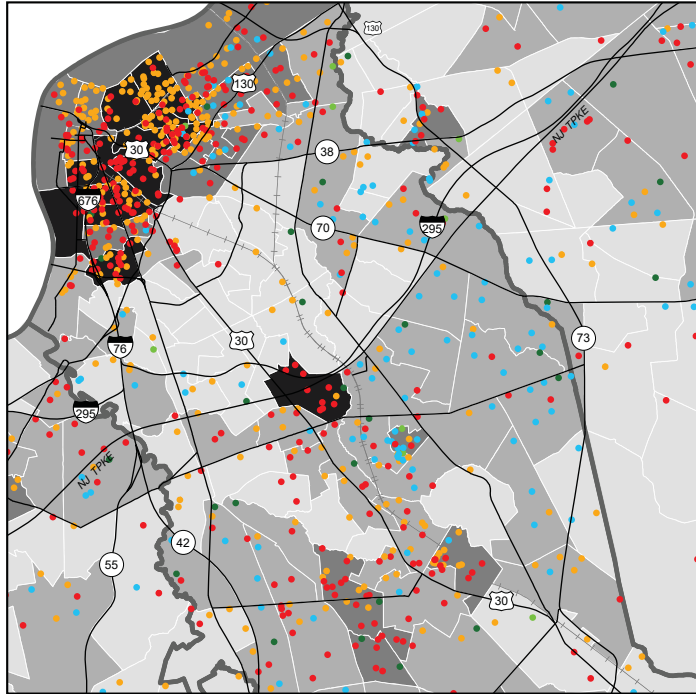


Figure G-3



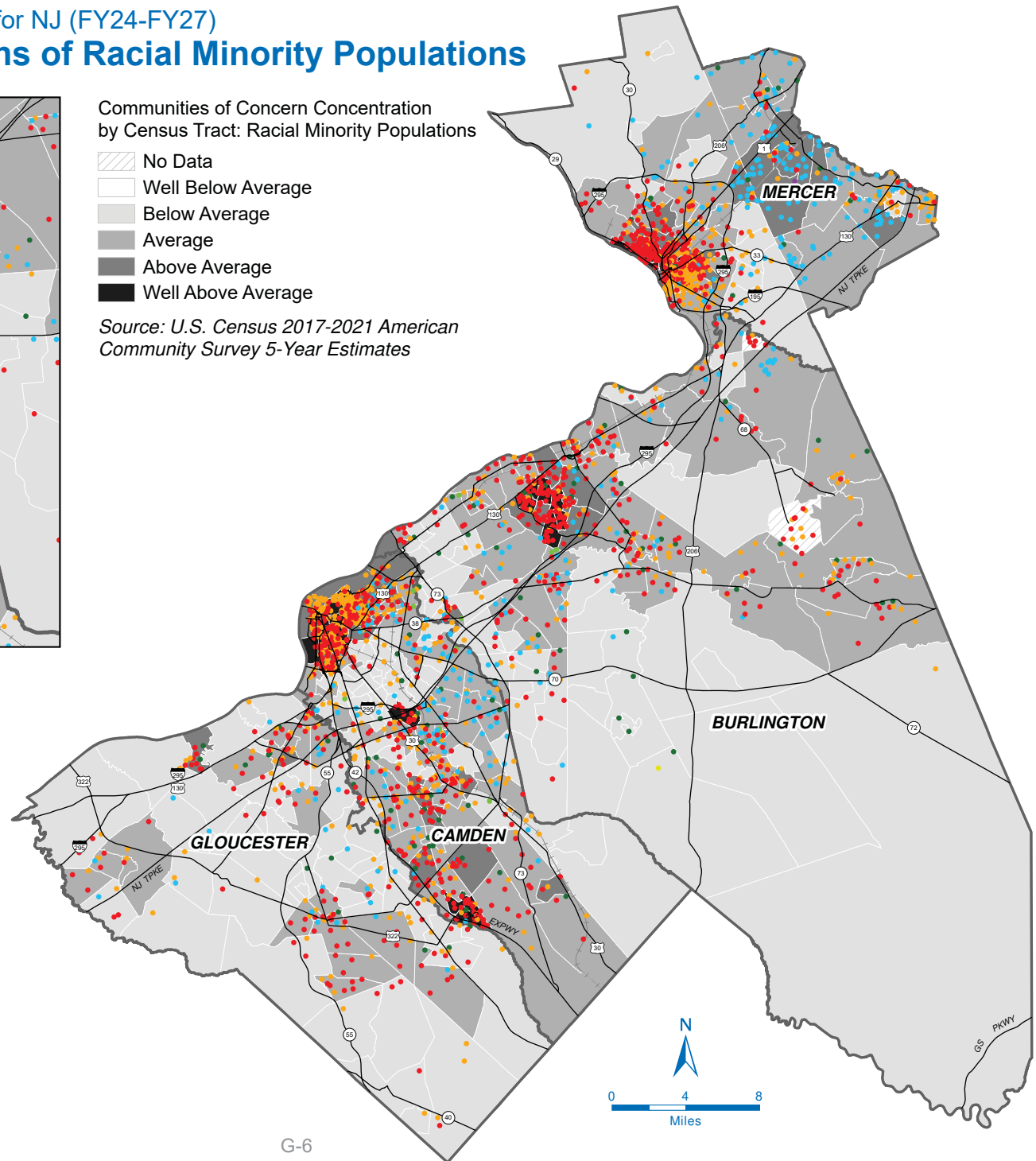
# Equity Analysis: Concentrations of Racial Minority Populations



Communities of Concern Concentration by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2017-2021 American Community Survey 5-Year Estimates



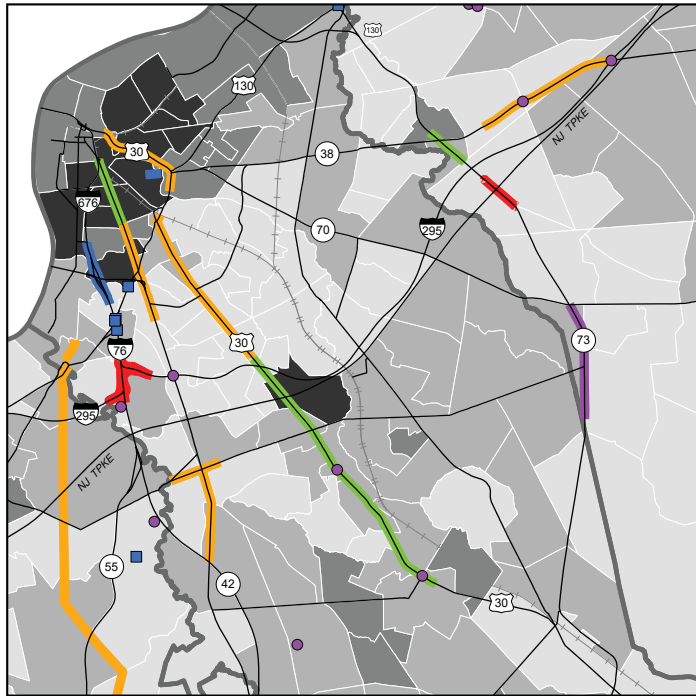
Minority Populations (1 Dot = 250 Persons)

- Black or African American, Non-Hispanic
- Asian alone, Non-Hispanic
- Hispanic
- American Indian and Alaska Native, Non-Hispanic
- Native Hawaiian and Other Pacific Islander, Non-Hispanic
- Two or more races, Non-Hispanic
- Some other race, Non-Hispanic

Source: U.S. Census 2017-2021 American Community Survey 5-Year Estimates

Figure G-4

# Equity Analysis: Concentrations of Racial Minority Populations



Communities of Concern Concentration by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2017-2021 American Community Survey 5-Year Estimates

DVRPC FY2024 TIP for NJ (FY24-27)\*

- Intersection/Interchange Improvement
- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Roadway New Capacity
- Roadway Rehabilitation
- Streetscape
- Other

\* Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.

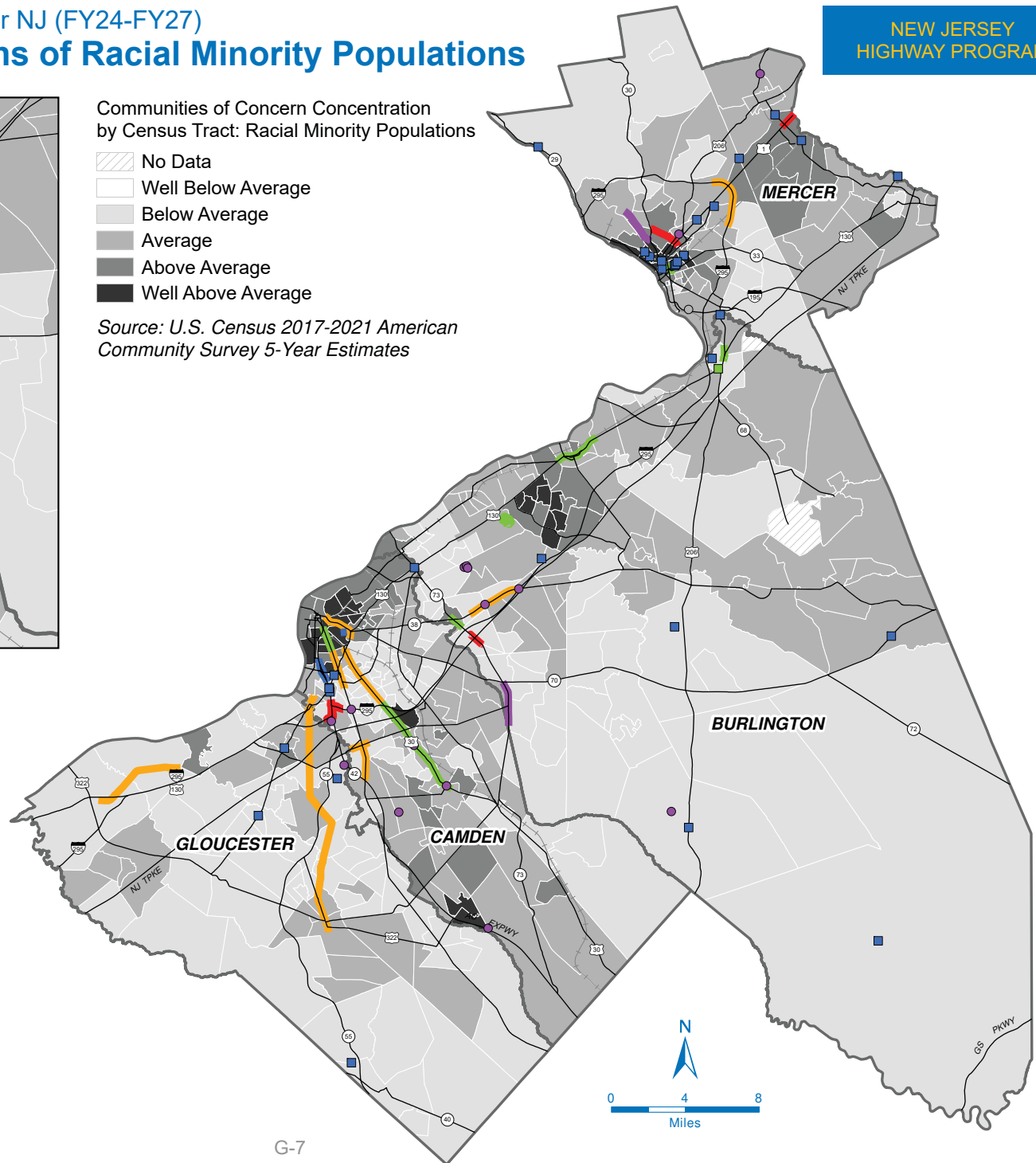


Figure G-5

# Equity Analysis: Concentrations of Racial Minority Populations



Communities of Concern Concentration  
by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2017-2021 American  
Community Survey 5-Year Estimates

DVRPC FY2024 TIP for NJ (FY24-27)\*

Transit Project

\* Not all TIP projects can be mapped ("Unmappable")  
due to the scale and nature of the improvement.

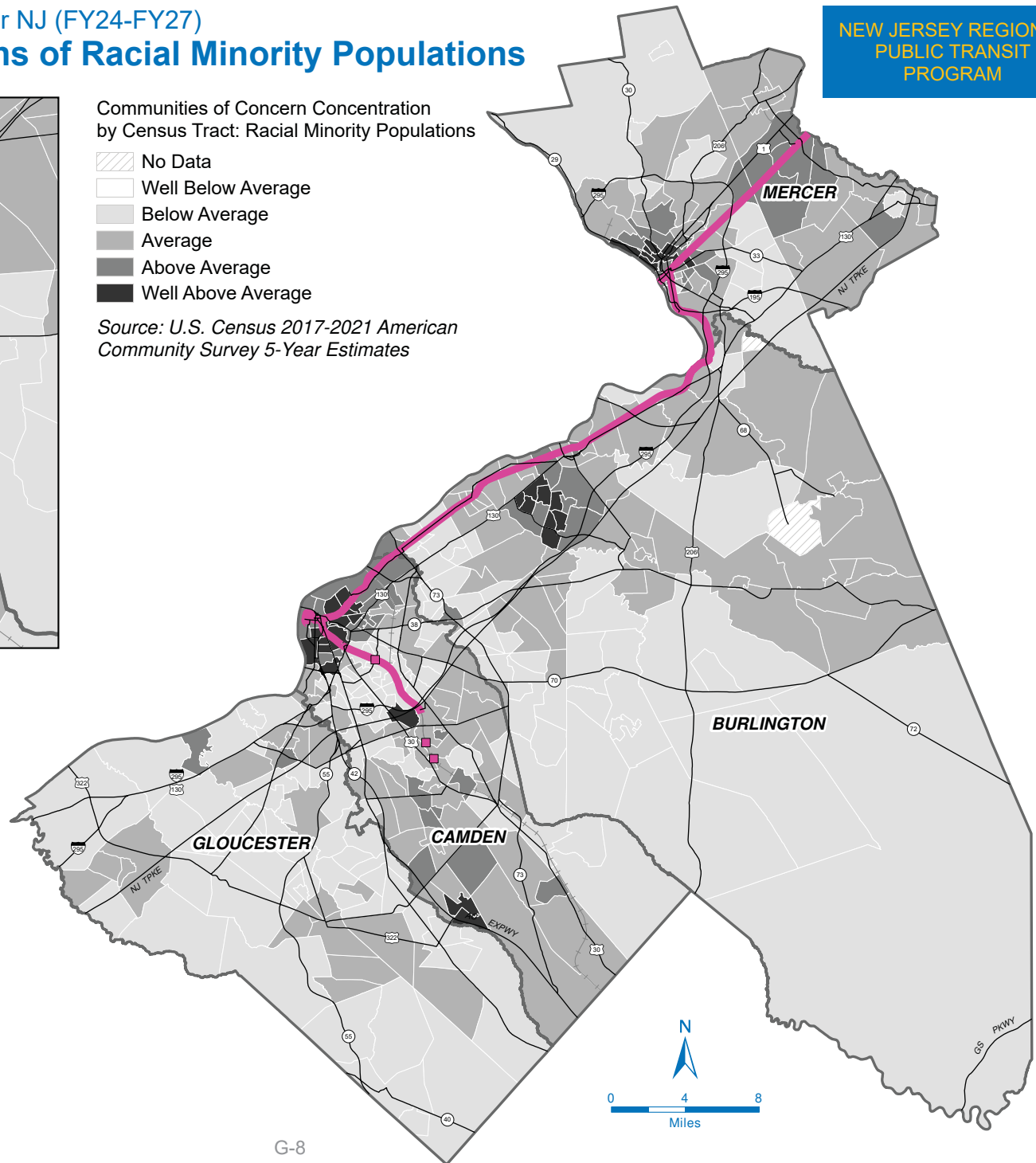
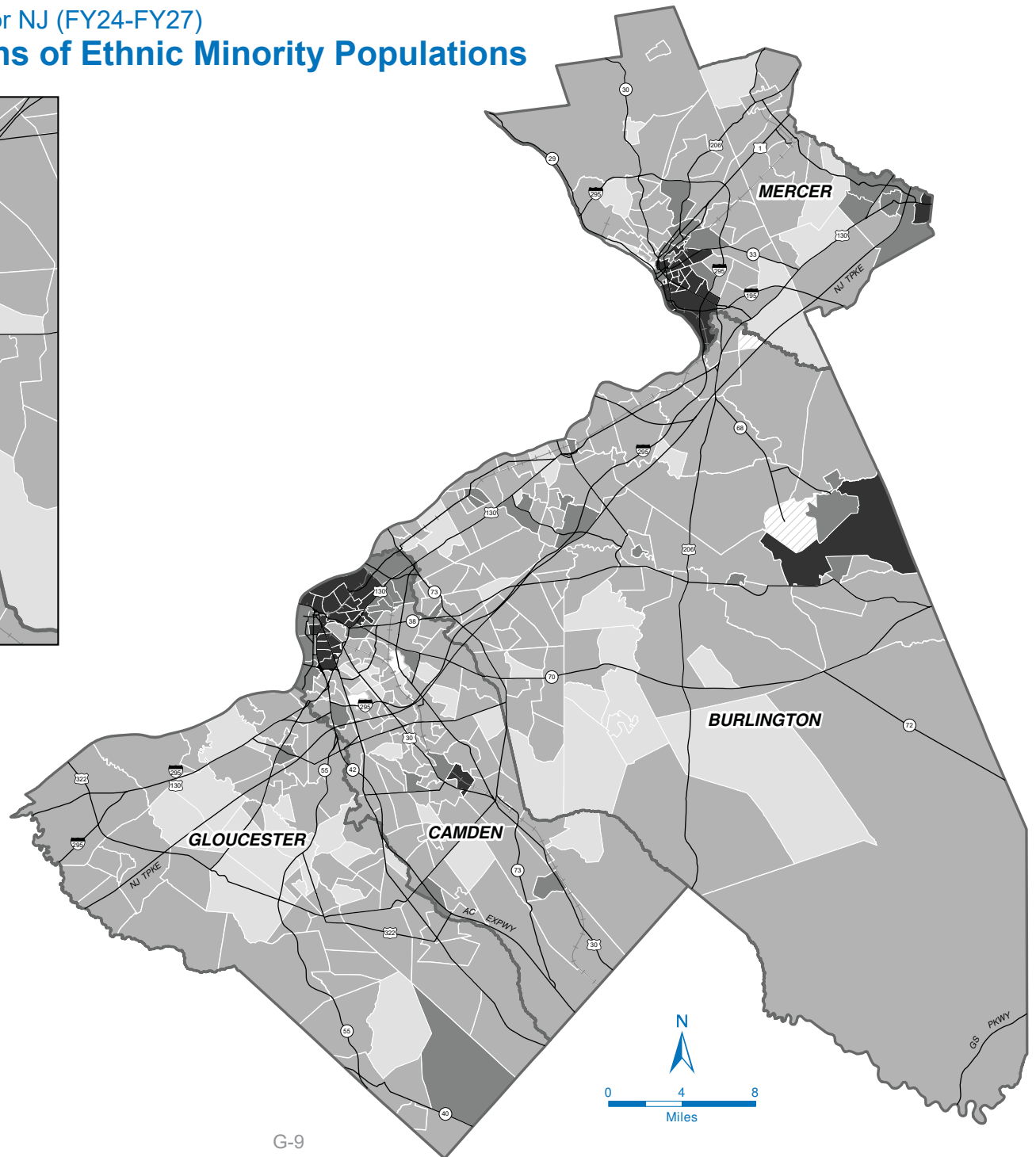








Figure G-6

# Equity Analysis: Concentrations of Ethnic Minority Populations



Communities of Concern Concentration  
by Census Tract: Ethnic Minority Populations

-  No Data
-  Well Below Average
-  Below Average
-  Average
-  Above Average
-  Well Above Average

Source: U.S. Census 2017-2021 American  
Community Survey 5-Year Estimates

Figure G-7





# Equity Analysis: Concentrations of Ethnic Minority Populations



Communities of Concern Concentration by Census Tract: Ethnic Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2017-2021 American Community Survey 5-Year Estimates

DVRPC FY2024 TIP for NJ (FY24-27)\*

- Intersection/Interchange Improvement
- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Roadway New Capacity
- Roadway Rehabilitation
- Streetscape
- Other

\* Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.

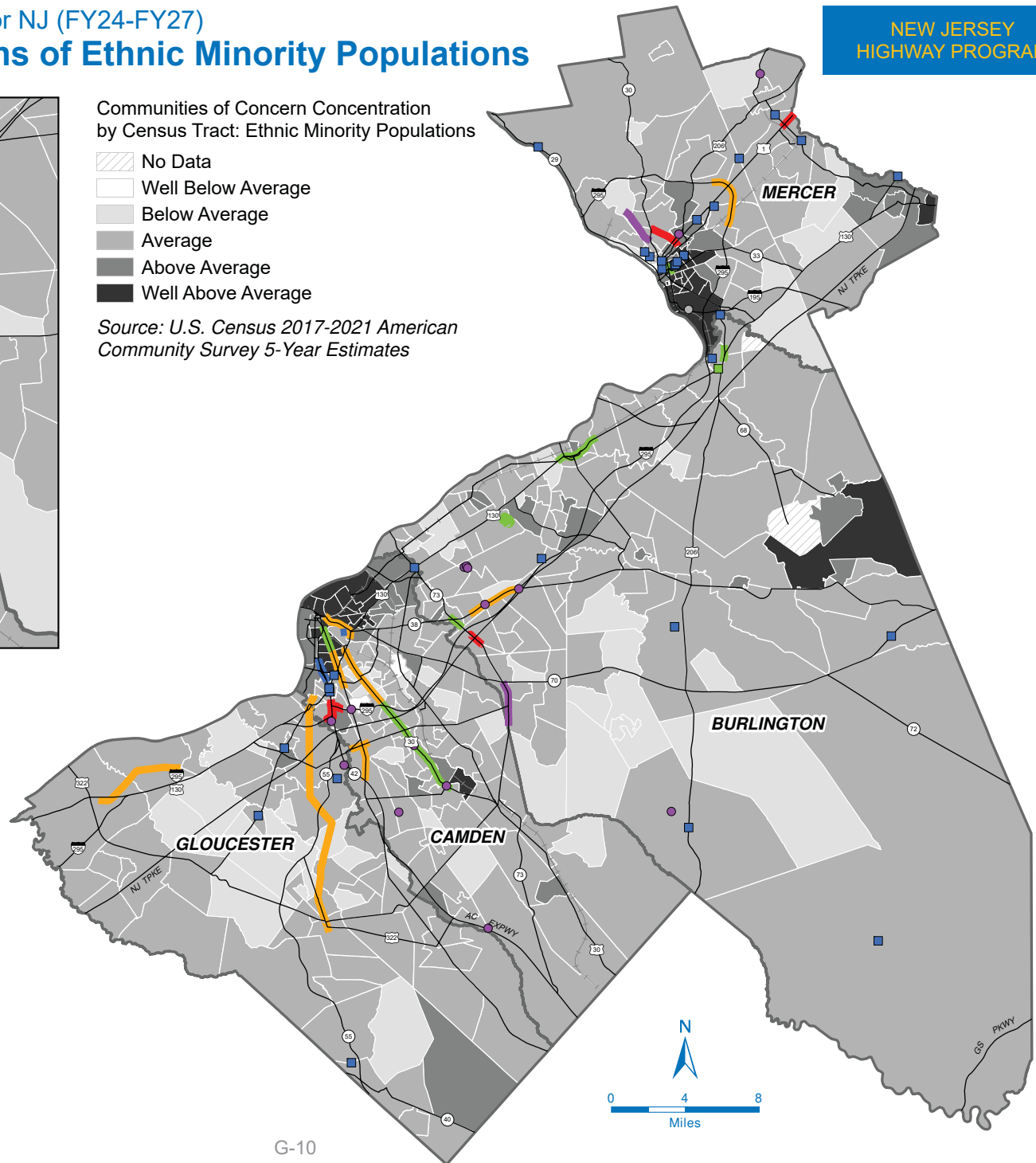


Figure G-8

# Equity Analysis: Concentrations of Ethnic Minority Populations



Communities of Concern Concentration  
by Census Tract: Ethnic Minority Populations

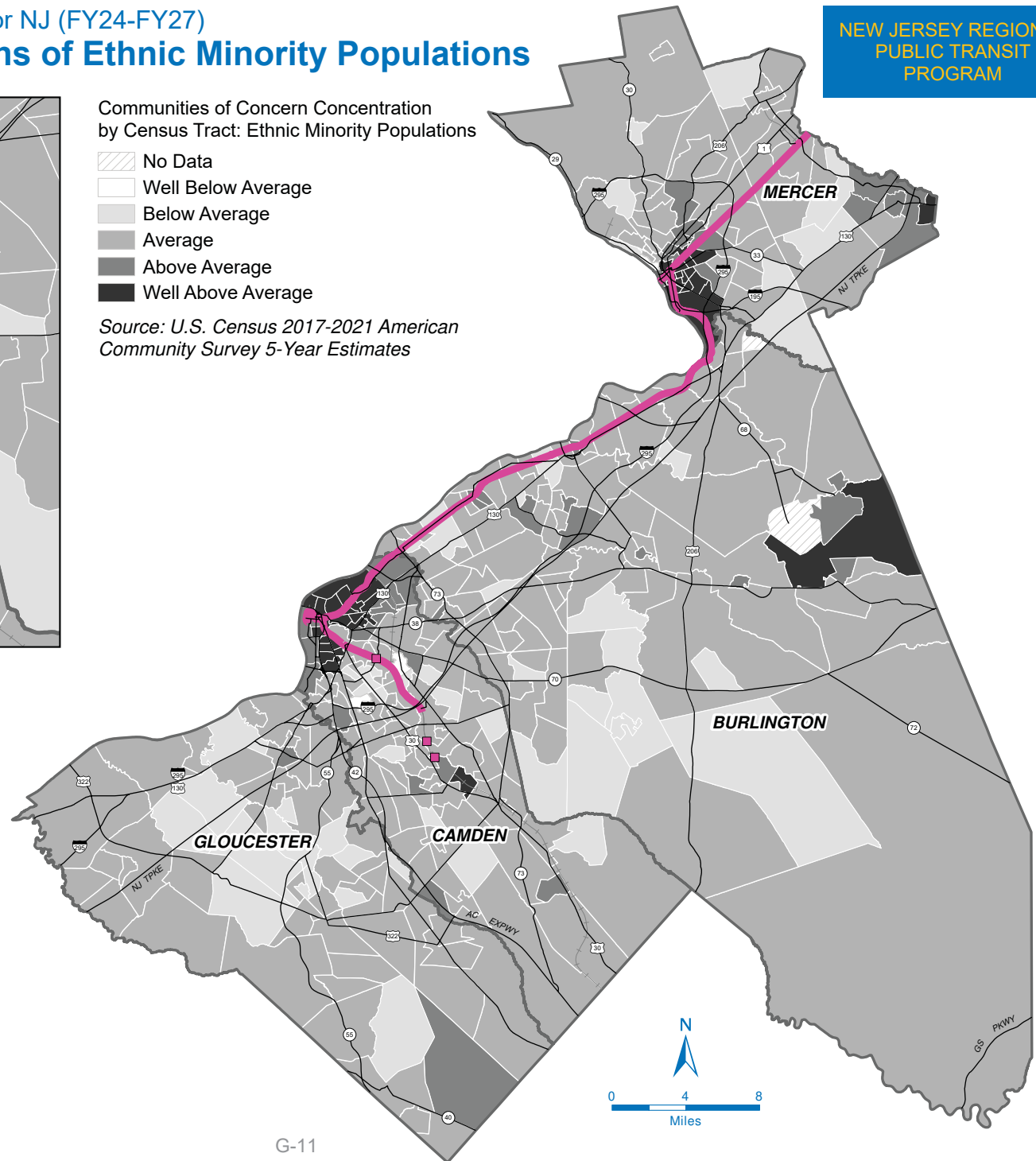
- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2017-2021 American  
Community Survey 5-Year Estimates

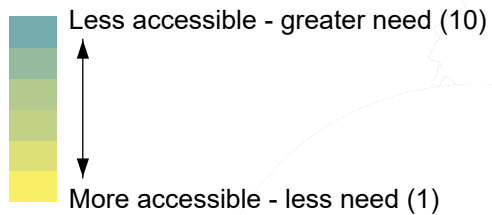
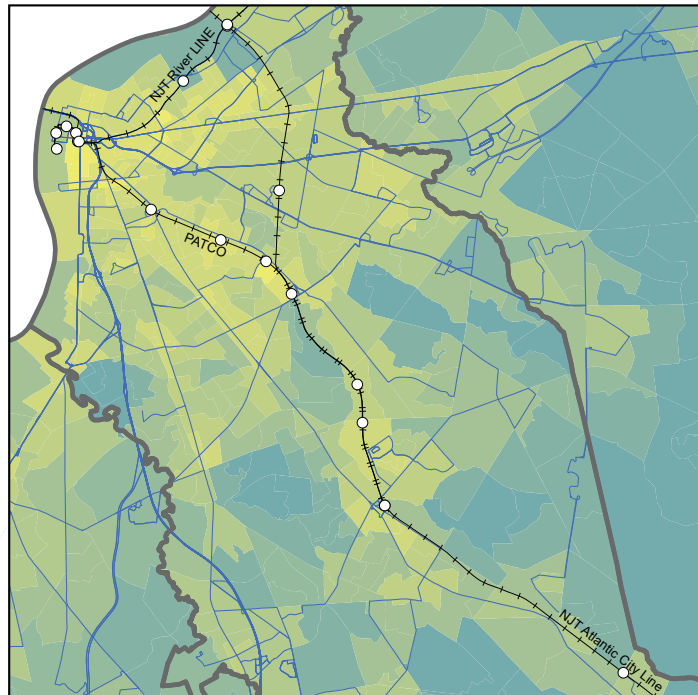
DVRPC FY2024 TIP for NJ (FY24-27)\*

Transit Project

\* Not all TIP projects can be mapped ("Unmappable")  
due to the scale and nature of the improvement.



# Transit Accessibility in the DVRPC New Jersey Region



Source: DVRPC's Equity Through Access Map Toolkit, 2017 - [www.dvrpc.org/ETA](http://www.dvrpc.org/ETA)  
Accessibility data was derived from DVRPC's transit journey time skim matrix at the TAZ-level and assigned to its related block group.

- NJ Transit Bus Route
- +○+ Passenger Rail Line/Station

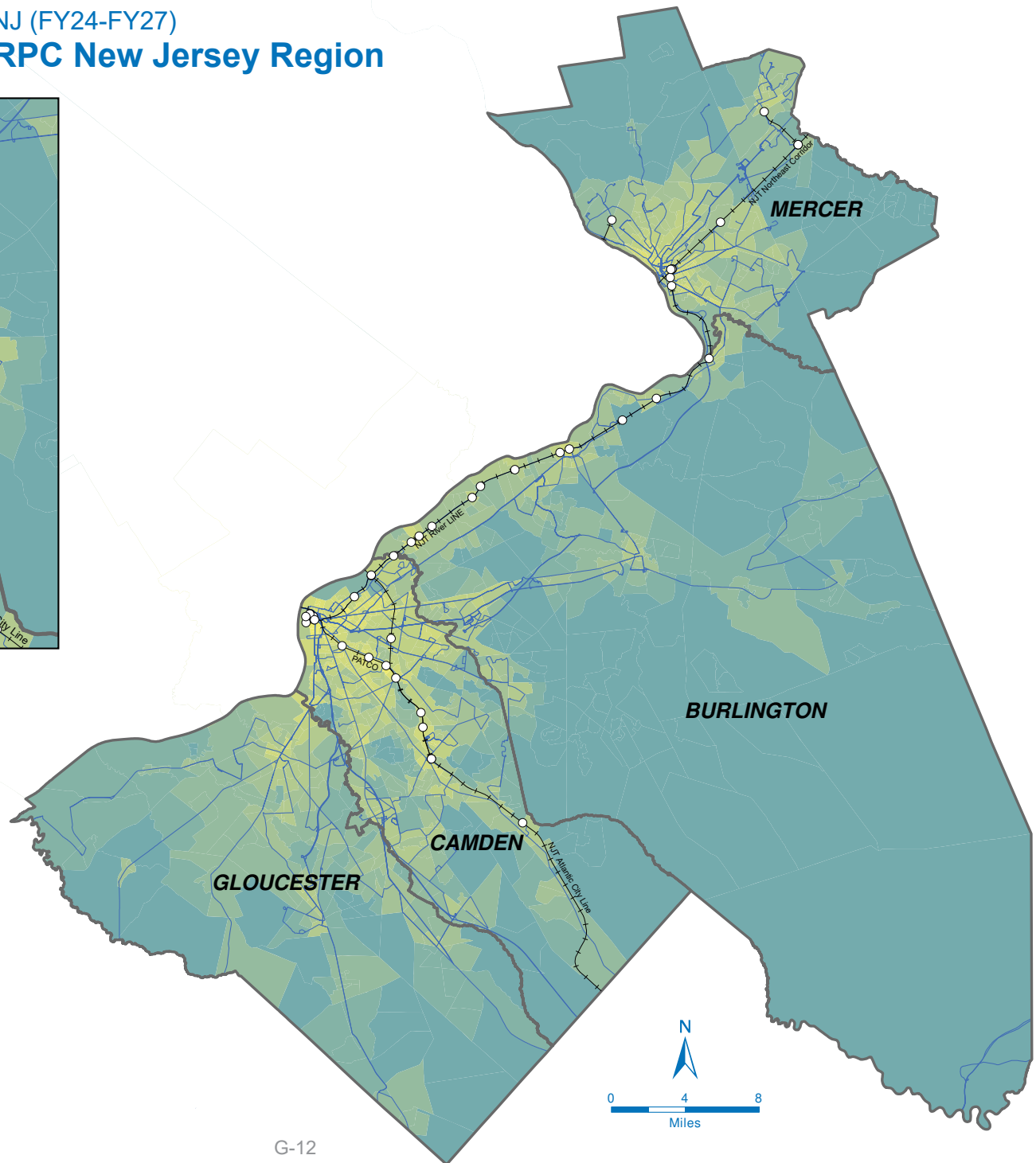


Figure G-10

## Appendix G: List of Unmappable Projects

DB #	Project Title
D2020	New or Upgraded Traffic Signal Systems at Intersections, Phase 1
D9807	Gloucester County Bus Purchase
00377	Ferry Program
01300	Transportation Systems Management and Operations (TSMO)
01309	Maritime Transportation System
01316	Transit Village Program
01335	Betterments, Dams
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)
03304	Bridge Deck/Superstructure Replacement Program
03309	Environmental Project Support
04324	Electrical Load Center Replacement, Statewide
05304	Construction Program IT System (TRNS.PORT)
05340	Right of Way Full-Service Consultant Term Agreements
05342	Design, Geotechnical Engineering Tasks
06326	Local Concept Development Support
06402	Safe Streets to Transit Program
07332	Minority and Women Workforce Training Set Aside
08381	Bridge Replacement, Future Projects
08387	Local Bridges, Future Needs
08415	Airport Improvement Program
09316	Culvert Replacement Program
09388	Highway Safety Improvement Program Planning
10344	Project Development: Concept Development and Preliminary Engineering
10347	Local Aid Consultant Services
11344	ADA Curb Ramp Implementation
11383	Transportation Management Associations
13304	Intelligent Transportation System Resource Center
13305	Job Order Contracting Infrastructure Repairs, Statewide
13306	Mobility and Systems Engineering Program
13307	Salt Storage Facilities - Statewide
13308	Statewide Traffic Operations and Support Program
13323	Bridge Preventive Maintenance
14300	Title VI and Nondiscrimination Supporting Activities
14404	Bridge Maintenance and Repair, Movable Bridges
15343	Intelligent Traffic Signal Systems
17341	Bridge Inspection Program, Minor Bridges
17353	Storm Water Asset Management
17357	Bridge Maintenance Fender Replacement
17358	Bridge Maintenance Scour Countermeasures
17360	Emergency Management and Transportation Security Support
17390	Local Freight Impact Fund
19315	Aeronautics and UAS Program
19332	Vegetation Safety Management Program
19370	Safety Programs
19600	Smart and Connect Corridors Program
22319	Sign Structure Replacement Contract 2021-2



## Appendix G: List of Unmappable Projects (Continued)

DB #	Project Title
22320	Systemic Backplate Pilot Program South
22350	Electric Vehicle Infrastructure Program
22352	Carbon Reduction Program
22353	Protect
22355	CMAQ Initiatives, Statewide
23313	Specified Safety Program
23314	ITS Safety Program
23315	Tunnel Inspection, NTIS
97008	High-Mast Light Poles
98315	Bridge Emergency Repair
98316	Bridge Scour Countermeasures
99358	Safe Routes to School Program
99372	Orphan Bridge Reconstruction
99409	Recreational Trails Program
99327A	Resurfacing, Federal
D0204	Transportation and Community Development Initiative (TCDI) DVRPC
D026	DVRPC, Future Projects
D0302	Burlington County Roadway Safety Improvements
D0401	Gloucester County Roadway Safety Improvements
D0407	Ozone Action Program in New Jersey
D0410	Camden County Roadway Safety Improvements
D0412	Mercer County Roadway Safety Improvements
D0601	Camden County Bus Purchase
D1011	Mercer County Bus Purchase
D1305	Pedestrian Bridge and Tunnel Rehabilitation
D1510	Burlington County Bus Purchase
D1601	New Jersey Regional Signal Retiming Initiative
D1911	PATCO Track Resurfacing & Rail Profile Grinding
D1912	Rehabilitation of PATCO Bridges
D2004	Transportation Operations
D2005	Regional Transportation Demand Management (TDM) Program
D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2
D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3
D2215	Gateway to Downtown Collingswood Borough (TOP)
D2305	DVRPC Carbon Reduction Program
DR008	Electrical Cable Replacement
DR019	Smoke and Fire Control
DR034	Preventive Maintenance
DR036	Transit Enhancements
DR1501	PATCO Interlocking & Track Rehabilitation
DR1802	Subway Structures Renovation
DR1803	PATCO Station Platform Rehabilitation
DR2006	PATCO Stations Modernizations
DR2203	PATCO Fare Collection Equipment Upgrades
DR2301	Replacement of Track Ties
DR2302	Embankment Restoration, Drainage Improvements & Retaining Walls Rehabilitation

## Appendix G: List of Unmappable Projects (Continued)

DB #	Project Title
DR2304	PATCO Substation Improvements
DR2305	PATCO Traction Power
DR2306	PATCO Signal System
DR2308	PATCO Retaining Wall & Embankment Restoration
N063	NJTPA, Future Projects
S044	SJTPO, Future Projects
T05	Bridge and Tunnel Rehabilitation
T06	Bus Passenger Facilities/Park and Ride
T08	Bus Support Facilities and Equipment
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance
T106	Private Carrier Equipment Program
T111	Bus Acquisition Program
T112	Rail Rolling Stock Procurement
T120	Small/Special Services Program
T121	Physical Plant
T122	Miscellaneous
T13	Claims support
T135	Preventive Maintenance-Bus
T143	ADA--Platforms/Stations
T150	Section 5310 Program
T151	Section 5311 Program
T16	Environmental Compliance
T20	Immediate Action Program
T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)
T300	Transit Rail Initiatives
T34	Rail Capital Maintenance
T37	Rail Support Facilities and Equipment
T39	Preventive Maintenance-Rail
T42	Track Program
T43	High Speed Track Program
T50	Signals and Communications/Electric Traction Systems
T500	Technology Improvements
T508	Security Improvements
T509	Safety Improvement Program
T515	Casino Revenue Fund
T53E	Locomotive Overhaul
T55	Other Rail Station/Terminal Improvements
T68	Capital Program Implementation
T700	Ferry Program
T88	Study and Development
T951	All Stations Accessibility Program (ASAP)
X03A	Restriping Program & Line Reflectivity Management System
X03E	Resurfacing Program
X065	Local CMAQ Initiatives
X07A	Bridge Inspection
X07F	Bridge and Structure Inspection, Miscellaneous

## Appendix G: List of Unmappable Projects (Continued)

DB #	Project Title
X106	Design, Emerging Projects
X107	Transportation Alternatives Program
X11	Unanticipated Design, Right of Way and Construction Expenses, State
X12	Acquisition of Right of Way
X126	Transportation Research Technology
X137	Legal Costs for Right of Way Condemnation
X140	Planning and Research, State
X142	DBE Supportive Services Program
X144	Regional Action Program
X15	Equipment (Vehicles, Construction, Safety)
X150	State Police Enforcement and Safety Services
X151	Interstate Service Facilities
X152	Rockfall Mitigation
X154	Drainage Rehabilitation and Maintenance, State
X154D	Drainage Rehabilitation & Improvements
X15A	Equipment, Snow and Ice Removal
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal
X180	Construction Inspection
X182	Utility Reconnaissance and Relocation
X185	Bicycle & Pedestrian Facilities/Accommodations
X186	Local Aid, Infrastructure Fund
X186B	Local Aid, State Transportation Infrastructure Bank
X197	Disadvantaged Business Enterprise
X199	Youth Employment and TRAC Programs
X200C	New Jersey Scenic Byways Program
X201	Guiderail Upgrade
X233	Motor Vehicle Crash Record Processing
X239	Sign Structure Inspection Program
X239A	Sign Structure Rehabilitation/Replacement Program
X241	Electrical Facilities
X244	Training and Employee Development
X28B	Park and Ride/Transportation Demand Management Program
X29	Physical Plant
X30	Planning and Research, Federal-Aid
X30A	Metropolitan Planning
X34	New Jersey Rail Freight Assistance Program
X35A	Rail-Highway Grade Crossing Program, State
X35A1	Rail-Highway Grade Crossing Program, Federal
X39	Signs Program, Statewide
X41C1	Local County Aid, DVRPC
X47	Traffic Signal Replacement
X51	Pavement Preservation
X66	Traffic Monitoring Systems
X70	Bridge Management System
X72B	Betterments, Roadway Preservation
X72C	Betterments, Safety

## Appendix G: List of Unmappable Projects (Continued)

DB #	Project Title
X75	Environmental Investigations
X98C1	Local Municipal Aid, DVRPC

**This page is intentionally left blank.**



# APPENDIX H

Summary of Public Involvement  
Process, Original Public Comments,  
Responses to Public Comments and  
other Supporting Documentation

**This page is intentionally left blank.**



Summary of Public Involvement  
Process for the FY 2024  
Transportation Improvement Program  
(TIP for New Jersey)



This Page Intentionally Left Blank

# SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. DVRPC firmly believes in public participation and reaches out to as many populations as possible in an equitable and timely manner. Public participation is a way to ascertain the interests of a wide variety of residents, the private sector, special-interest groups, older adults, educators and parents, public officials, the mentally and physically disabled, and economically disadvantaged populations. While today's residents may be more sophisticated, and modern standards are more inclusive, the need for public involvement is inherent to sound decision-making.

Every resident is responsible for becoming involved in regional issues and informing the decision-making process; therefore, DVRPC strives to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30+-day public comment period. The public comment period for the Draft DVRPC FY2024 TIP for New Jersey opened on July 17, 2023, and closed on August 18, 2023, at 5:00 p.m. (local time). Notice of the public comment period and the scheduled public meeting were distributed to over 14,000 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public. Additionally, tribal government contacts received a direct email and letter describing DVRPC's Core Planning Documents, which the TIP is a part of, in an effort to coordinate, as appropriate, with each of the Tribal Nations.

Legal notices were placed in the Philadelphia Inquirer, the Courier Post, Trenton Times, Philadelphia Tribune, South Jersey Times, and the Burlington County Times. An article also appeared in DVRPC's monthly newsletter in July 2023. Announcements were made on DVRPC's Facebook page and Twitter (now "X") feed.

An in-person public meeting was held on:

**Monday, July 31, 2023, from 6:00 PM–7:00 PM:**

Located at: Camden County Library System - Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave  
Camden, NJ

A virtual public meeting was held on:

**Thursday, August 10, 2023**

**7:00 PM to 8:00 PM**

Registration: [https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)

Call-in information: 309 205 3325, Meeting ID: 841 3075 2310, Passcode: 7952pGtV

While participants needed to register beforehand, they were approved automatically and could register and join the meeting up until the meeting ended. Additionally, people who wanted to participate but did not have internet access or smart phones could call in. Anyone who needed accommodations, such as closed captioning or interpretation, could contact DVRPC's Office of Communications & Engagement at [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-2929.

DVRPC's website ([www.dvrpc.org](http://www.dvrpc.org)) is a vital tool in public outreach and continued to serve a useful purpose during this TIP update cycle. The public notice and the entire Draft TIP document were placed on the DVRPC website, as were the date and location of the public meeting, and other general information. TIP information and public commenting were made available online as part of DVRPC's web-based TIP public comment application at [www.dvrpc.org/tip/draft](http://www.dvrpc.org/tip/draft). Users were able to submit project-specific or general comments online.

In addition, the public was able to submit comments via e-mail to [tip@dvrpc.org](mailto:tip@dvrpc.org), by fax (215-592-9125), or through U.S. mail, addressed to:

**TIP Comments**  
**Office of Communications and Engagement**  
**Delaware Valley Regional Planning Commission**  
**190 N. Independence Mall West, 8th Floor**  
**Philadelphia, PA 19106**

Comments received via mail must have been postmarked by August 18, 2023. If a person needed assistance in providing a written comment, they were directed to contact the DVRPC Office of Communications and Engagement at 215-238-2929 or [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org). DVRPC frequently employed social media ([Facebook](#), [Twitter \(now "X"\)](#), 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. For those without internet access, draft documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public was asked to call (215) 592-1800 to make this request. Hardcopies of the Draft TIP documents were also available at certain public libraries across the region.



PUBLIC COMMENTS RECEIVED  
DURING THE JULY 17, 2023 (5:00  
PM LOCAL TIME) TO AUGUST 18,  
2023 (5:00 PM LOCAL TIME)  
PUBLIC COMMENT PERIOD



**This page is intentionally left blank.**

# Original Comments (Full Content)

## MPMS:

AGENCY: Bicycle Coalition of Greater Philadelphia

Comment ID: 224

Comment By: J. Boyle

Submit Date: 8/17/2023

Hi

Our comments on the Draft FY2024 TIP for New Jersey are attached  
Best Regards

J. Boyle  
Research Director  
The Bicycle Coalition of Greater Philadelphia  
1500 Walnut St, Ste 1107 Philadelphia, PA 19102  
215.BICYCLE (242-9253) X302  
Cell/Text 609.234.6596  
<http://www.bicyclecoalition.org>

Facebook

<<https://tracking.cirrusinsight.com/a20df494-058d-4bad-b7ba-274d91bf5380/facebook-com-bicycle-coalition>>

| Twitter

<<https://tracking.cirrusinsight.com/a20df494-058d-4bad-b7ba-274d91bf5380/twitter-com-bcgp>>

| Instagram

<<https://tracking.cirrusinsight.com/a20df494-058d-4bad-b7ba-274d91bf5380/instagram-com-bicyclecoalition>>

August 17, 2023

Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520

RE: Draft FY2024 TIP for New Jersey (FY24-27) Comments

The Bicycle Coalition of Greater Philadelphia respectfully submits its comments on the Draft 2024 Transportation Improvement Program for New Jersey (FY24-27). In addition to this letter we have also attached a spreadsheet providing a more detailed description of comments.

## General Comments

The Bicycle Coalition opposes "New Roadway Capacity" projects that do not address major bicycle and pedestrian safety issues. The Glassboro-Elk Trail is a Circuit Trail that has been removed from the Draft TIP. This project has been on various TIPs since 2016 and should advance in terms of project development. We request more clarity from County regarding its current status and the expected timeline of the project.

Program Circuit Trails Project onto the TIP with federal funds. We ask the Board to program the following 4 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program:

- 1 - The Camden County LINK Trail
- 2 - The Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295
- 3 - The Burlington-Camden Trail (currently known as the Merchantville Trail) from Camden to Maple Shade.
- 4 - Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

We request that NJDOT and County Project managers retire the term "Bicycle Compatible Shoulders" in project descriptions. This term was created in the 1997 NJ Bicycle Plan. There is a general consensus that roads with a speed limit that is greater than 39 miles per hour are classified as having a high level of traffic stress (LTS4) regardless of the presence of striped road shoulders. We recommend that project managers select bicycle facilities that are recommended in the NJDOT Complete Streets Design Guide.

Increase bicycle and pedestrian funding Levels. The Connections 2050 Long Range Plan committed to allocating 5% of highway

# Original Comments (Full Content)

funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the Final NJ TIP should reflect spending roughly at a level of \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. We ask the Board to commit an additional \$69 million to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

Finally we oppose the widening of the New Jersey Turnpike and the Atlantic City Expressway. While we fully understand that these expressways are toll supported and not subjected to the constraints of the TIP, the \$3.6 billion dollars allocated is above and beyond the 4% of funds allocated for highway expansion in DVRPC's Long Range Plan. It is irresponsible for these two State Authorities to fund these transportation projects that are in conflict with the DVRPC Region's transportation, environmental and climate goals.

## Comments on TIP Line Items by DB#

12305 Route 47 Grove St to Route 130 - This project is a great opportunity to include repurposing the shoulder to create high quality bike lanes on Route 47 where available. At a minimum the bike lanes should be buffered along with bicycle tolerant rumble strips in the buffer.

13319 Route 73 Dutch Rd to Route 70 - While we support completing the sidewalk network, we oppose the widening of Route 73. This road should be designed to be safe for pedestrians of all ages and abilities. The crossing distance at Marlton Parkway intersection is a formidable 130 feet, taking an ambulatory elderly pedestrian nearly a minute to cross without a pedestrian refuge island. We also believe that this project is mislabeled as a safety project and should be categorized as Roadway New Capacity and added to DVRPC's budget for limiting roadway capacity in the Long Range Plan.

22336 Route 130 Union Landing Rd to Wharf St - This concept development project should embrace NJ Complete and Green Streets policy. There are no bicycle facilities on Route 130 and therefore we propose a 10 foot wide shared use path on one side and a continuous sidewalk on the other side. It should also include pedestrian refuge islands and high quality bus shelters. A road safety audit conducted in Delran Township in early 2023 (by Cross County Connection TMA) noted gaps in the sidewalks including segments where pedestrians are forced to walk in the road. Finally, Burlington County is also proposing a pedestrian overpass to carry the Rancocas Creek Greenway over Route 130 in the vicinity of Wharf St and a widening of the sidewalk on the bridge over the Rancocas Creek.

20337 Route Route 130, CR 543 (Beverly Rd) to Lagorce Blvd - This concept development project should embrace NJ Complete and Green Streets policy. Two schools and numerous businesses are located along this corridor. Smart signals timed for drivers to adhere to the 25 mile per hour limit between Wood St and Jacksonville Rd. A road diet from 3 lanes to two lanes would allow for the addition of 10 foot wide shared use paths or cycletracks along both directions of Route 130. The project should also incorporate recommendations from the Burlington City Downtown Circulation Plan.

99409 Recreational Trails Program - There has not been a Recreational Trails Program competitive round since 2019. What has happened to the funds for the previous year and when will competitive funding rounds resume?

D023 and 99632 - There is a conflict in the descriptions of these two projects. #99362 - "Chestnut Avenue Bridge will be removed/demolished." Meanwhile #2023 states - "...improve mobility for bicyclists and pedestrians. The project will realign US-1 on-ramps and close the Chestnut Avenue Bridge to vehicular traffic." We read #2203 description as converting the Chestnut Avenue bridge to a bike/pedestrian facility.

D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) Safety Improvements and Mobility Improvements for Cyclists and Pedestrians - We support these safety improvements.

D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road - Extend the shared use path currently ending at Country Club Rd over to the new proposed bridge. This will help to connect the Rancocas Creek Greenway Trail to Burlington County.

D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement - We support the roundabout concept, the sidepath that wraps around New Albany, Tom Brown and Riverton Roads should be extended north on Tom Brown and east on Riverton Rd along with MUTCD compliant road crossings. D2305 Carbon Reduction Program - With just 3 million dollars a year being allocated in the NJ subregion, we believe that using Carbon Reduction Funds for Circuit Trails offers a greater return on investment than supplementing larger transit projects or AV pilot programs. Please allocate a portion of these funds to accelerate the development of the Circuit Trails that help prioritize the state's non-motorized transportation options. Additionally, we request more information on the plan for the funds that must be spent in 2023.

D2207 Rancocas Creek Greenway, Laurel Run Park - Support. This is the only Circuit Trails project currently on the TIP. We believe that more projects will need to be added to assure that they advance. Also, please acknowledge that the park has been renamed as Rainbow Meadow Park.

D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave - Support the improvements as described: The corridor lacks crosswalks at many intersections and there may be an opportunity for bike lanes where there is sufficient width.

D2215 Gateway to Downtown Collingswood - Support. This is an exemplary project for NJ Complete and Green Streets Policy.

D2216 - Porchtown Rd (CR 613) Bridge over Still Run at Iona Lake - Support but need more information in the description

12380 - Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections - We support the addition of the pedestrian bridge. However, there is no indication as to whether a sidewalk will be added to the east side of Route 73.

# Original Comments (Full Content)

D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (Winslow Township, Camden County) - Support.

Thank you for your attention to this matter, we look forward to hearing the responses to our comments.

Sincerely,

S. C Stuart  
Executive Director



# Original Comments (Full Content)

## MPMS:

AGENCY: Bicycle Coalition of Greater Philadelphia

Comment ID: 5

Comment By: A. Reese

Submit Date: 8/7/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion

# Original Comments (Full Content)

dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Reese

**Comment ID: 6**

**Comment By: A. Johnson**

**Submit Date: 8/2/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey

# Original Comments (Full Content)

Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Johnson

**Comment ID: 7**

**Comment By: A. Osterlund**

**Submit Date: 8/5/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)

# Original Comments (Full Content)

- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A.Osterlund

**Comment ID: 8**

**Comment By: A. Saretzky**

**Submit Date: 8/3/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)

# Original Comments (Full Content)

- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Saretzky

**Comment ID: 9**

**Comment By: B. Mohan Resta**

**Submit Date: 8/8/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program

# Original Comments (Full Content)

and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

BM Resta

**Comment ID: 10**

**Comment By: B. Koen**

**Submit Date: 8/4/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

- 1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.
- 2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014
- 3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.
- 4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

# Original Comments (Full Content)

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

B. Koen

**Comment ID:** 11

**Comment By:** B. Embley

**Submit Date:** 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69



# Original Comments (Full Content)

million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

B. Embley

**Comment ID: 12**

**Comment By: C. michaels**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on



# Original Comments (Full Content)

highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

cb michaels

**Comment ID:** 13

**Comment By:** C. Londregan

**Submit Date:** 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

# Original Comments (Full Content)

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

C. Londregan

**Comment ID:** 14

**Comment By:** D. Paschall

**Submit Date:** 8/2/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend

# Original Comments (Full Content)

Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Paschall

**Comment ID: 15**

**Comment By: D. Vader**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

## Original Comments (Full Content)

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Vader

**Comment ID: 16**

**Comment By: D. Crespy**

**Submit Date: 8/2/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

# Original Comments (Full Content)

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Crespy

**Comment ID:** 17

**Comment By:** D. Gabel

**Submit Date:** 8/5/2023

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

# Original Comments (Full Content)

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Gabel

**Comment ID:** 18

**Comment By:** D. Gwyn

**Submit Date:** 8/6/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Gwyn



# Original Comments (Full Content)

Comment ID: 19

Comment By: D. Harries

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,



# Original Comments (Full Content)

D.Harries

Comment ID: 20

Comment By: D. Seip

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Seip

**Comment ID: 21**

**Comment By: D. Steinberg**

**Submit Date: 8/5/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Steinberg

**Comment ID: 22**

**Comment By: D. Sponheimer**

**Submit Date: 8/5/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Sponheimer

**Comment ID: 23**

**Comment By: D. Smile**

**Submit Date: 8/7/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Smile

**Comment ID: 24**

**Comment By: D. Turner**

**Submit Date: 8/6/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Turner

**Comment ID: 25**

**Comment By: D. Hulboy**

**Submit Date: 8/7/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Hulboy

**Comment ID: 26**

**Comment By: D. Vonderschmidt**

**Submit Date: 8/2/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so



# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Vonderschmidt

**Comment ID: 27**

**Comment By: D. Pillsbury**

**Submit Date: 8/2/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1



# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Pillsbury

**Comment ID: 28**

**Comment By: D. Kelly**

**Submit Date: 8/7/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Kelly

**Comment ID: 29**

**Comment By: E. Arnold**

**Submit Date: 8/2/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Arnold

**Comment ID: 30**

**Comment By: E. Cohen**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Cohen

**Comment ID: 31**

**Comment By: E. Stilwell**

**Submit Date: 8/2/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Stilwell

**Comment ID: 32**

**Comment By: E. Wallace**

**Submit Date: 8/7/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Wallace

**Comment ID: 33**

**Comment By: E. Redman**

**Submit Date: 8/8/2023**

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Redman

Comment ID: 34

Comment By: E. Reeg

Submit Date: 8/6/2023



# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Reeg

# Original Comments (Full Content)

Comment ID: 35

Comment By: E. Minutolo

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

E. Minutolo

Comment ID: 36

Comment By: F. Carr

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

F. Carr

**Comment ID:** 37

**Comment By:** F. Brincka

**Submit Date:** 8/6/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

F. Brincka

**Comment ID: 38**

**Comment By: F. Giraffe**

**Submit Date: 8/7/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

F. Giraffe

**Comment ID: 39**

**Comment By: F. Foster**

**Submit Date: 8/2/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

F. Foster

**Comment ID: 40**

**Comment By: G. Delson**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.



# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

G. Delson

**Comment ID: 41**

**Comment By: G. Saretzky**

**Submit Date: 8/3/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

G. Saretzky

**Comment ID: 42**

**Comment By: G. Toriello**

**Submit Date: 8/7/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so

# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

G. Toriello

**Comment ID: 43**

**Comment By: G. Milewski**

**Submit Date: 8/2/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1

# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

G. Milewski

**Comment ID: 44**

**Comment By: I. Josephs**

**Submit Date: 8/6/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

I. Josephs

**Comment ID: 45**

**Comment By: I. melvin**

**Submit Date: 8/6/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

I. Melvin

**Comment ID: 46**

**Comment By: I. Seric**

**Submit Date: 8/7/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

I. Seric

**Comment ID: 47**

**Comment By: J. Castellan**

**Submit Date: 8/5/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following



# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Castellan

**Comment ID: 48**

**Comment By: J. DeSandro**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. DeSandro

**Comment ID: 49**

**Comment By: J. Innes II**

**Submit Date: 8/7/2023**

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Innes II

Comment ID: 50

Comment By: J. Sontag

Submit Date: 8/7/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Sontag

# Original Comments (Full Content)

Comment ID: 51

Comment By: J. D'Alesandro

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

J. D'Alesandro

Comment ID: 52

Comment By: J. Smith

Submit Date: 8/6/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Smith

**Comment ID: 53**

**Comment By: J. Diaz**

**Submit Date: 8/7/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):



# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Diaz

**Comment ID: 54**

**Comment By: J. Miller**

**Submit Date: 8/3/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Miller

**Comment ID: 55**

**Comment By: J. Flintosh**

**Submit Date: 8/6/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Flintosh

**Comment ID: 56**

**Comment By: J. Schneck**

**Submit Date: 8/6/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Schneck

**Comment ID: 57**

**Comment By: J. Higgins**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

- 1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.
- 2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014
- 3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.
- 4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.
- 5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program

# Original Comments (Full Content)

and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,  
j. higgins

**Comment ID: 58**

**Comment By: J. Naglich**

**Submit Date: 8/6/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

# Original Comments (Full Content)

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Naglich

**Comment ID: 59**

**Comment By: J. Buck**

**Submit Date: 8/7/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for

# Original Comments (Full Content)

Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Buck

**Comment ID: 60**

**Comment By: J. DeGood**

**Submit Date: 8/2/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway,



# Original Comments (Full Content)

\$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. DeGood

**Comment ID: 61**

**Comment By: j. fitzpatrick**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of

# Original Comments (Full Content)

highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

j. fitzpatrick

**Comment ID: 62**

**Comment By: J. Gumm**

**Submit Date: 8/6/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is

# Original Comments (Full Content)

spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Gumm

**Comment ID: 63**

**Comment By: J. Kawczynski**

**Submit Date: 8/6/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

# Original Comments (Full Content)

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Kawczynski

**Comment ID: 64**

**Comment By: J. Davis**

**Submit Date: 8/7/2023**

---

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

# Original Comments (Full Content)

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Davis

**Comment ID: 65**

**Comment By: J. Kenney**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

# Original Comments (Full Content)

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Kenney

**Comment ID: 66**

**Comment By: J. Anne McCracken**

**Submit Date: 8/5/2023**

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J Anne McCracken

Comment ID: 67

Comment By: K. Kappre

Submit Date: 8/3/2023



# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. Kappre

# Original Comments (Full Content)

Comment ID: 68

Comment By: K. Saretzky

Submit Date: 8/3/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

# Original Comments (Full Content)

Thank you,

K. Saretzky

**Comment ID: 69**

**Comment By: K. Smith**

**Submit Date: 8/6/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for

# Original Comments (Full Content)

highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. Smith

**Comment ID: 70**

**Comment By: K. Smitj**

**Submit Date: 8/7/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4)

# Original Comments (Full Content)

and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. Smitj

**Comment ID: 71**

**Comment By: K. McFadden**

**Submit Date: 8/5/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and

# Original Comments (Full Content)

Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. McFadden

**Comment ID: 72**

**Comment By: L. Hobbs**

**Submit Date: 8/5/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail

# Original Comments (Full Content)

- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

L. Hobbs

**Comment ID: 73**

**Comment By: L. Weaver**

**Submit Date: 8/2/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface



# Original Comments (Full Content)

Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

L. Weaver

**Comment ID: 74**

**Comment By: L. Hedrick**

**Submit Date: 8/4/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

# Original Comments (Full Content)

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

L. Hedrick

**Comment ID: 75**

**Comment By: M. Steen**

**Submit Date: 8/6/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for

# Original Comments (Full Content)

Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Steen

**Comment ID: 76**

**Comment By: M. Guinan**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway,

# Original Comments (Full Content)

\$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Guinan

**Comment ID: 77**

**Comment By: M. Klevence**

**Submit Date: 8/2/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of

# Original Comments (Full Content)

highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Klevence

**Comment ID: 78**

**Comment By: M. More**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is

# Original Comments (Full Content)

spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

m. more

**Comment ID: 79**

**Comment By: M. Boerstael**

**Submit Date: 8/6/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

# Original Comments (Full Content)

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Boerstael

**Comment ID: 80**

**Comment By: M. DeSandro**

**Submit Date: 8/5/2023**

---

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.



# Original Comments (Full Content)

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. DeSandro

**Comment ID: 81**

**Comment By: M. Swipes**

**Submit Date: 8/6/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

# Original Comments (Full Content)

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Swipes

**Comment ID: 82**

**Comment By: M. Coyle**

**Submit Date: 8/7/2023**

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Coyle

Comment ID: 83

Comment By: M. Murphy

Submit Date: 8/2/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Murphy

# Original Comments (Full Content)

Comment ID: 84

Comment By: M. Ruzzo

Submit Date: 8/2/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

# Original Comments (Full Content)

Thank you,

M. Ruzzo

**Comment ID: 85**

**Comment By: M. Yasner**

**Submit Date: 8/2/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for

# Original Comments (Full Content)

highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Yasner

**Comment ID: 86**

**Comment By: M. Sparks**

**Submit Date: 8/6/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4)



# Original Comments (Full Content)

and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Sparks

**Comment ID: 87**

**Comment By: M. DELLAPENNA**

**Submit Date: 8/2/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and

# Original Comments (Full Content)

Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. DELLAPENNA

**Comment ID: 88**

**Comment By: M. Freedman**

**Submit Date: 8/7/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail

# Original Comments (Full Content)

- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Freedman

**Comment ID:** 89

**Comment By:** P. John Paulson

**Submit Date:** 8/4/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface

# Original Comments (Full Content)

Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

P. John Paulson

**Comment ID: 90**

**Comment By: P. Woodworth**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

# Original Comments (Full Content)

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

P. Woodworth

**Comment ID: 91**

**Comment By: P. Monahan**

**Submit Date: 8/2/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for

# Original Comments (Full Content)

Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

P. Monahan

**Comment ID:** 92

**Comment By:** P. Furcht

**Submit Date:** 8/7/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway,

# Original Comments (Full Content)

\$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

P. Furcht

**Comment ID: 93**

**Comment By: P. McLoone**

**Submit Date: 8/2/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of



# Original Comments (Full Content)

highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

P. McLoone

**Comment ID: 94**

**Comment By: R. Branch**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is

# Original Comments (Full Content)

spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Branch

**Comment ID: 95**

**Comment By: R. Rothmel**

**Submit Date: 8/2/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

# Original Comments (Full Content)

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Rothmel

**Comment ID: 96**

**Comment By: R. Shepard**

**Submit Date: 8/7/2023**

---

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

## Original Comments (Full Content)

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Shepard

**Comment ID: 97**

**Comment By: R. Moore**

**Submit Date: 8/5/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

# Original Comments (Full Content)

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Moore

**Comment ID: 98**

**Comment By: R. Monahan**

**Submit Date: 8/5/2023**

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Monahan

Comment ID: 99

Comment By: R. Cummings

Submit Date: 8/2/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Cummings



# Original Comments (Full Content)

Comment ID: 100

Comment By: R. Smathers

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

# Original Comments (Full Content)

Thank you,

R. Smathers

**Comment ID: 101**

**Comment By: R. Brandt**

**Submit Date: 8/5/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for

# Original Comments (Full Content)

highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Brandt

**Comment ID: 102**

**Comment By: S. Conlon**

**Submit Date: 8/2/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4)

# Original Comments (Full Content)

and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Conlon

**Comment ID: 103**

**Comment By: S. Pulaski-Fisher**

**Submit Date: 8/8/2023**

---

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and

# Original Comments (Full Content)

Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Pulaski-Fisher

**Comment ID: 104**

**Comment By: S. Geisler**

**Submit Date: 8/5/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail

# Original Comments (Full Content)

- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Geisler

**Comment ID: 105**

**Comment By: S. Ascarelli**

**Submit Date: 8/2/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface

# Original Comments (Full Content)

Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Ascarelli

**Comment ID: 106**

**Comment By: S. Witomski**

**Submit Date: 8/6/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.



# Original Comments (Full Content)

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

s. witomski

**Comment ID: 107**

**Comment By: S. Warner**

**Submit Date: 8/5/2023**

---

\*ONE OF ### identical comments from the Bicycle Coalition of Greater Philadelphia\*

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for

# Original Comments (Full Content)

Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Warner

**Comment ID: 108**

**Comment By: S. Bush**

**Submit Date: 8/7/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on

# Original Comments (Full Content)

highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Bush

**Comment ID:** 109

**Comment By:** T. Reid

**Submit Date:** 8/6/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

# Original Comments (Full Content)

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Reid

**Comment ID: 110**

**Comment By: T. Sapigao**

**Submit Date: 8/2/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend

# Original Comments (Full Content)

Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Sapigao

**Comment ID: 111**

**Comment By: T. Licker**

**Submit Date: 8/6/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

# Original Comments (Full Content)

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Licker

**Comment ID: 112**

**Comment By: T. Maciag**

**Submit Date: 8/7/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

# Original Comments (Full Content)

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Maciag

**Comment ID: 113**

**Comment By: V. Daligdig**

**Submit Date: 8/7/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):



# Original Comments (Full Content)

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

V. Daligdig

**Comment ID:** 117

**Comment By:** A. Bloomenthal

**Submit Date:** 8/8/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Bloomenthal

# Original Comments (Full Content)

Comment ID: 118

Comment By: J. Schonewolf

Submit Date: 8/8/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

J. Schonewolf

Comment ID: 119

Comment By: H. Murphy

Submit Date: 8/9/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

H. Murphy

**Comment ID:** 120

**Comment By:** K. Mccaffrey

**Submit Date:** 8/9/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. Mccaffrey

**Comment ID: 128**

**Comment By: C. Hannigan**

**Submit Date: 8/11/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

C. Hannigan

**Comment ID: 129**

**Comment By: M. Gray**

**Submit Date: 8/10/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including



# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Gray

**Comment ID: 130**

**Comment By: C. Pilling**

**Submit Date: 8/10/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

C. Pilling

**Comment ID:** 131

**Comment By:** H. Jansma

**Submit Date:** 8/9/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

H. Jansma

**Comment ID: 132**

**Comment By: M. Valdes**

**Submit Date: 8/9/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so

# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Valdes

**Comment ID: 133**

**Comment By: E. Morton-Owens**

**Submit Date: 8/14/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1

# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Morton-Owens

**Comment ID: 134**

**Comment By: S. Parratt**

**Submit Date: 8/14/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Parratt

**Comment ID: 135**

**Comment By: E. Price**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Price

**Comment ID: 136**

**Comment By: E. Sleeper**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program



# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Sleeper

**Comment ID: 137**

**Comment By: Y. De Carolis**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Y. De Carolis

**Comment ID: 138**

**Comment By: S. Bhatia**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. BHATIA

**Comment ID: 139**

**Comment By: S. Bhatia**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

s. bhatia

Comment ID: 140

Comment By: M. Murphy

Submit Date: 8/14/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Murphy

# Original Comments (Full Content)

Comment ID: 141

Comment By: D. Rappoport

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

d. rappoport

Comment ID: 142

Comment By: L. Ziegler

Submit Date: 8/14/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is



# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

L. Ziegler

**Comment ID: 143**

**Comment By: T. Groeller**

**Submit Date: 8/14/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Groeller

**Comment ID: 144**

**Comment By: A. Haines**

**Submit Date: 8/14/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Haines

**Comment ID: 145**

**Comment By: F. Fitzgerald**

**Submit Date: 8/14/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

F. Fitzgerald

**Comment ID: 146**

**Comment By: M. Nina Scarpa**

**Submit Date: 8/14/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Nina Scarpa

**Comment ID:** 147

**Comment By:** D. Sharma

**Submit Date:** 8/14/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Sharma

**Comment ID: 148**

**Comment By: W. Leeper**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so

# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

W. Leeper

**Comment ID: 149**

**Comment By: A. Srinivasan**

**Submit Date: 8/14/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1



# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Srinivasan

**Comment ID: 150**

**Comment By: A. PINZ**

**Submit Date: 8/14/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. PINZ

**Comment ID: 151**

**Comment By: R. Hantman**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Hantman

**Comment ID: 152**

**Comment By: T. Laresch**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Laresch

**Comment ID: 153**

**Comment By: D. Petruzzelli**

**Submit Date: 8/14/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Petruzzelli

**Comment ID: 154**

**Comment By: J. Arnobit**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Arnobit

**Comment ID: 155**

**Comment By: K. Rey**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. Rey

Comment ID: 156

Comment By: j. j kapoor

Submit Date: 8/15/2023



# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. J Kapoor

# Original Comments (Full Content)

Comment ID: 157

Comment By: C. Foster

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

C. Foster

Comment ID: 158

Comment By: N. Sheehan

Submit Date: 8/15/2023

---

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

N. Sheehan

**Comment ID:** 159

**Comment By:** J. Dennis

**Submit Date:** 8/15/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Dennis

**Comment ID: 160**

**Comment By: S. Meyer**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Meyer

**Comment ID: 163**

**Comment By: S. Brubaker**

**Submit Date: 8/13/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Brubaker

**Comment ID: 164**

**Comment By: J. Clough**

**Submit Date: 8/12/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.



# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Clough

**Comment ID:** 165

**Comment By:** H. Holmes

**Submit Date:** 8/12/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

H. Holmes

**Comment ID:** 166

**Comment By:** C. Hannigan

**Submit Date:** 8/11/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so

# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

C. Hannigan

**Comment ID:** 167

**Comment By:** T. Votta

**Submit Date:** 8/11/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1

# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Votta

**Comment ID: 183**

**Comment By: K. Souder**

**Submit Date: 8/18/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. Souder

**Comment ID: 184**

**Comment By: J. Welch**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Welch

**Comment ID: 185**

**Comment By: W. Kinsley**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

W. Kinsley

**Comment ID: 186**

**Comment By: D. Kagan**

**Submit Date: 8/18/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following



# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Kagan

**Comment ID: 187**

**Comment By: T. Brill**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Brill

**Comment ID: 188**

**Comment By: J. Coyle**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Coyle

**Comment ID: 189**

**Comment By: Y. Ferreira**

**Submit Date: 8/18/2023**

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

Y. Ferreira

# Original Comments (Full Content)

Comment ID: 190

Comment By: G. Myers

Submit Date: 8/18/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

G. Myers

Comment ID: 191

Comment By: H. Heffner

Submit Date: 8/18/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

H. Heffner

**Comment ID:** 192

**Comment By:** S. Hagner

**Submit Date:** 8/18/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):



# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Hagner

**Comment ID: 193**

**Comment By: S. Shapiro**

**Submit Date: 8/18/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Shapiro

**Comment ID: 194**

**Comment By: R. Joseph**

**Submit Date: 8/18/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Joseph

**Comment ID:** 195

**Comment By:** E. Picciotto

**Submit Date:** 8/18/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Picciotto

**Comment ID:** 196

**Comment By:** C. King-Sammons

**Submit Date:** 8/18/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

C. King-Sammons

**Comment ID: 197**

**Comment By: B. Foelsch**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so

# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

B. Foelsch

**Comment ID: 198**

**Comment By: J. Brittain**

**Submit Date: 8/18/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1

# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Brittain

**Comment ID: 199**

**Comment By: B. DePoy**

**Submit Date: 8/18/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range



# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

B. DePoy

**Comment ID: 200**

**Comment By: M. Capobianco**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Capobianco

**Comment ID:** 201

**Comment By:** E. Dinges

**Submit Date:** 8/18/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Dinges

**Comment ID: 202**

**Comment By: R. Conlon**

**Submit Date: 8/18/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Conlon

**Comment ID: 203**

**Comment By: T. Atherholt**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Atherholt

**Comment ID: 208**

**Comment By: D. McGrath**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. McGrath

Comment ID: 209

Comment By: P. Haneman

Submit Date: 8/16/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

P. Haneman



# Original Comments (Full Content)

Comment ID: 210

Comment By: T. Benson

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

T. Benson

Comment ID: 211

Comment By: M. Dougherty

Submit Date: 8/16/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Dougherty

**Comment ID: 212**

**Comment By: J. McFadden**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. McFadden

**Comment ID: 213**

**Comment By: E. Spangler**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Spangler

**Comment ID:** 214

**Comment By:** J. Horrow

**Submit Date:** 8/17/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Horrow

**Comment ID: 215**

**Comment By: D. Chermak**

**Submit Date: 8/17/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Chermak

**Comment ID: 216**

**Comment By: L. Valentine**

**Submit Date: 8/17/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into



# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

L. Valentine

**Comment ID: 217**

**Comment By: M. Price**

**Submit Date: 8/17/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so

## Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Price

**Comment ID: 218**

**Comment By: C. Montgomery**

**Submit Date: 8/17/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1

# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

C. Montgomery

**Comment ID: 219**

**Comment By: D. Lohr**

**Submit Date: 8/17/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Lohr

**Comment ID: 220**

**Comment By: J. Piscitello**

**Submit Date: 8/17/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Piscitello

**Comment ID:** 221

**Comment By:** B. Danin

**Submit Date:** 8/17/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

B. Danin

**Comment ID: 222**

**Comment By: J. Parrish**

**Submit Date: 8/17/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Parrish

**Comment ID: 226**

**Comment By: J. Arnobit**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek



# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Arnobit

Comment ID: 227

Comment By: K. Rey

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. Rey

Comment ID: 228

Comment By: J. J Kapoor

Submit Date: 8/15/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. J Kapoor

# Original Comments (Full Content)

Comment ID: 229

Comment By: C. Foster

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

C. Foster

Comment ID: 230

Comment By: N. Sheehan

Submit Date: 8/15/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

N. Sheehan

**Comment ID: 231**

**Comment By: J. Dennis**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Dennis

**Comment ID: 232**

**Comment By: S. Meyer**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro



# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Meyer

**Comment ID:** 233

**Comment By:** A. Ervin

**Submit Date:** 8/15/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Ervin

**Comment ID: 234**

**Comment By: E. Durante**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Durante

**Comment ID: 235**

**Comment By: M. GALLAGHER**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. GALLAGHER

**Comment ID: 236**

**Comment By: A. Leonard**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so

# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Leonard

**Comment ID: 237**

**Comment By: A. VALONE**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1

# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. VALONE

**Comment ID: 238**

**Comment By: C. Orman**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

C. Orman

**Comment ID: 239**

**Comment By: R. Branch**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if



# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Branch

**Comment ID: 240**

**Comment By: J. Amari**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Amari

**Comment ID: 241**

**Comment By: A. Mumford**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Mumford

**Comment ID: 242**

**Comment By: S. Beck**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Beck

**Comment ID: 243**

**Comment By: C. Corcoran**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

C. Corcoran

Comment ID: 244

Comment By: E. Ascalon

Submit Date: 8/15/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Ascalon

# Original Comments (Full Content)

Comment ID: 245

Comment By: J. Young

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,



# Original Comments (Full Content)

J. Young

Comment ID: 246

Comment By: B. Lewis

Submit Date: 8/15/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

B. Lewis

**Comment ID: 247**

**Comment By: K. McGovern**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. McGovern

**Comment ID: 248**

**Comment By: J. Zabara**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Zabara

**Comment ID: 249**

**Comment By: H. Mac Donald**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

H. Mac Donald

**Comment ID: 250**

**Comment By: A. Miller**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Miller

**Comment ID: 251**

**Comment By: A. Manta**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Manta

**Comment ID: 252**

**Comment By: R. Cimino**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so



# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Cimino

**Comment ID: 253**

**Comment By: P. Duvall**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1

# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

P. Duvall

**Comment ID: 254**

**Comment By: R. Rohr**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Rohr

**Comment ID: 255**

**Comment By: D. Weinberg**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Weinberg

**Comment ID: 256**

**Comment By: J. Andrade**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Andrade

**Comment ID: 257**

**Comment By: S. Sweeney**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Sweeney

**Comment ID: 258**

**Comment By: J. Forsell**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Forsell

**Comment ID: 259**

**Comment By: G. Milbourne**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :



# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

G. Milbourne

Comment ID: 260

Comment By: D. Price

Submit Date: 8/15/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Price

# Original Comments (Full Content)

Comment ID: 261

Comment By: K. Larkin

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

K. Larkin

Comment ID: 262

Comment By: M. Sarros

Submit Date: 8/15/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M Sarros

**Comment ID: 263**

**Comment By: P. Benson**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

P. Benson

**Comment ID: 264**

**Comment By: K. Condon**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. Condon

**Comment ID: 265**

**Comment By: B. Rickman**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including



# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

B. Rickman

**Comment ID: 266**

**Comment By: R. Small**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Small

**Comment ID: 267**

**Comment By: S. Alemi**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Alemi

**Comment ID: 268**

**Comment By: D. Stokes**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so

# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Stokes

**Comment ID: 269**

**Comment By: A. Spiers**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1

# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Spiers

**Comment ID: 270**

**Comment By: S. Marren**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Marren

**Comment ID: 271**

**Comment By: E. Chang**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Chang

**Comment ID: 272**

**Comment By: M. Connor**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program



# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Connor

**Comment ID: 273**

**Comment By: J. Twer**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Twer

**Comment ID: 274**

**Comment By: C. Crane**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

C. Crane

**Comment ID: 275**

**Comment By: F. Fedoroff**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

F. Fedoroff

Comment ID: 276

Comment By: W. Boone

Submit Date: 8/15/2023

# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

W. Boone

# Original Comments (Full Content)

Comment ID: 277

Comment By: L. Hutton

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

L. Hutton

Comment ID: 278

Comment By: J. Druce

Submit Date: 8/15/2023

---

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is



# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Druce

**Comment ID:** 279

**Comment By:** L. Ann Bowers

**Submit Date:** 8/15/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

L. Ann Bowers

**Comment ID: 280**

**Comment By: T. Bowers**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Bowers

**Comment ID: 281**

**Comment By: J. Maleski**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Maleski

**Comment ID: 282**

**Comment By: A. Bowers**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Bowers

**Comment ID: 283**

**Comment By: L. Drew**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

L. Drew

**Comment ID: 284**

**Comment By: A. Silverberg**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so

# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Silverberg

**Comment ID: 285**

**Comment By: J. Smith**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1



# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Smith

**Comment ID: 286**

**Comment By: A. Ruff**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Ruff

**Comment ID: 287**

**Comment By: M. Shakow**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Shakow

**Comment ID: 288**

**Comment By: J. Adler**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Adler

**Comment ID: 289**

**Comment By: D. Pustizzi**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

# Original Comments (Full Content)

projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Pustizzi

**Comment ID: 290**

**Comment By: M. Bailey**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

# Original Comments (Full Content)

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Bailey

**Comment ID: 291**

**Comment By: M. Kenny**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Kenny

Comment ID: 292

Comment By: E. Hein

Submit Date: 8/16/2023



# Original Comments (Full Content)

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Hein

# Original Comments (Full Content)

Comment ID: 293

Comment By: R. Reshetar

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

R. Reshetar

Comment ID: 294

Comment By: S. Fox

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

# Original Comments (Full Content)

experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Fox

**Comment ID: 295**

**Comment By: J. Frederickson**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

# Original Comments (Full Content)

Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Fredrickson

**Comment ID: 296**

**Comment By: D. Vasturia**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

# Original Comments (Full Content)

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Vasturia

**Comment ID:** 297

**Comment By:** R. Paddison

**Submit Date:** 8/16/2023

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including

# Original Comments (Full Content)

the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

R. Paddison

**Comment ID: 298**

**Comment By: W. Hess**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.



# Original Comments (Full Content)

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

W. Hess

**Comment ID: 299**

**Comment By: J. Stone**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into

# Original Comments (Full Content)

the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Stone

**Comment ID: 300**

**Comment By: J. Skyzer**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so

# Original Comments (Full Content)

that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Skyzer

**Comment ID: 301**

**Comment By: T. Chirico**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1

# Original Comments (Full Content)

million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

T. Chirico

**Comment ID: 302**

**Comment By: M. Pulli**

**Submit Date: 8/16/2023**

---

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

# Original Comments (Full Content)

Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Pulli

**Comment ID: 303**

**Comment By: B. Oliver**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

B. Oliver

**Comment ID: 304**

**Comment By: G. Zipf**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

# Original Comments (Full Content)

(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

G. Zipf

## **MPMS: 17419 Route 1, Alexander Road to Mapleton Road**

AGENCY: Bicycle Coalition of Greater Philadelphia

Comment ID: 173

Comment By: J. Boyle

Submit Date: 8/18/2023

The Bicycle Coalition of Greater Philadelphia opposes road widening projects that do not address major bicycle and pedestrian safety issues. Route 1 is a barrier for safe non-motorized access between Downtown Princeton and the Princeton Junction Station and the surrounding employment center.



# Original Comments (Full Content)

## MPMS:

AGENCY: Compliance and Research Service

Comment ID: 207

Comment By: M. Larkin

Submit Date: 8/17/2023

Hello DVRPC,

This is M.Larkin with Compliance and Research Services in Plainfield, NJ. I am writing to share information on an EPA-verified aftermarket catalytic converter that can reduce mobile source CO, VOCs and NOx by up to 70% for at least 70,000 miles. The EPA has rejected NJDEP's transportation SIP regarding ozone, and this device will help to reduce mobile source VOCs and NOx, which form ozone.

Our contact information is on the final sheet of the attached presentation.

Thank you.  
See Attached.  
Regards,

M. Larkin  
Compliance and Research Services  
email: matt.larkin@complianceandresearch.com  
phone: 609.240.9348  
Cat-A-Pass™ will reduce VOCs, Nox and Ozone in DVRPC region  
Improve Environmental Justice and Health Equity in Disadvantaged Communities  
Compliance and Research Services  
Plainfield, NJ 07063

### 1. VOCs, Nox and Ozone in the DVRPC Region

- The entire DVRPC region has not attained the required federal ozone levels.

¿ The Ozone Transport Commission (OTC) is a multi-state organization created under the Clean Air Act. They are responsible for advising EPA on transport issues and for developing and implementing regional solutions to the ground-level ozone problem in the Northeast and Mid-Atlantic regions.

¿ In Sept. 2022, the OTC Modeling team presented findings that if the ambient Nox could be reduced by about 30%, most of the Mid-Atlantic region would finally achieve the federal ozone targets. Installing Cat-A-Pass™ on commuter vehicles would reduce Nox along the corridor, and help reduce ozone.

¿ In June 2023, the OTC called for stronger federal measures to reduce ozone-forming air pollution, namely, VOC and Nox. They noted that more needs to be done to reduce VOCs and Nox from mobile sources, and they stressed the need for durable aftermarket catalyts.

### 2. Why Retrofit for Light-Duty vehicles?

- In early 2023, the EPA told New Jersey and 22 other states that they need to do more to reduce Nox and ozone pollution that crosses their borders into other states. The NJ Dept. of Environmental Protection has said that 79% of Nox emissions are from vehicles, and we should not expect more Nox reductions from other sources. Light-duty vehicles account for 44% of all Nox from vehicles; long-haul trucks account for 24%.

- A study published in 2021 by the Harvard School of Public Health found that in 2017, light-duty vehicles, which are almost entirely powered by gasoline, accounted for over 50% of Nox emissions and over 75% of VOC emissions from all mobile sources. The study stated that to reduce the health impacts of transportation, light duty vehicles are an attractive target because they cause the majority of the public health burden.

- According to the US Dept. of Energy, in 2022, 95% of light-duty cars and trucks are gasoline powered.

### 3. What is Cat-A-Pass™?

- Cat-A-Pass™ is a supplemental catalytic converter which reduces emissions of CO, VOC & Nox by 75% in highway driving.

- Cat-A-Pass™ is designed for gasoline vehicles; it does not replace original catalytic converters. It is installed behind the original converters and further reduces the engines pollutants. It does not interfere with the original catalyst and does not cause any "Check Engine" lights.

- Cat-A-Pass™ is effective and durable. It has been aged to simulate 50,000 miles of use. Testing shows it reduces VOC, CO, and Nox by up to 75% when first installed, and it reduces Nox emission by 70% after 70,000 miles of use. Reducing these pollutants reduces the formation of both ozone and secondary PM2.5, which are small particulate matter. Both ozone and particulates are very harmful to the lungs.

- The EPA has reviewed and accepted our performance testing data which shows that for at least 70,000 miles, Cat-A-Pass™ achieves average reductions of 45% each of CO and VOC and 73% of Nox.

### 4. Cat-A-Pass™ Cost Effectiveness

# Original Comments (Full Content)

- We estimate an installed price of \$1500 per catalyst. We have demonstrated 73% Nox removal after 70,000 miles. We estimate 67% Nox removal, and 40% CO and VOC removal, at 100K miles.
- We target vehicles between 5 and 10 yrs. Of age, and use the US DOT average emissions for 2017. That gives Cat-A-Pass™ an estimated cost of \$7,000/ton of pollutant removed, and it will still have activity after 100K miles.
- The EPA currently funds several retro-fit programs for diesel trucks (DERA) and school bus retrofits or replacement with an EV bus.

Program

Cat-A-Pass at 100K Miles

\$/ton pollutants

7,000

EV School Bus replacement at 180K miles

146,000

EV School Bus retrofit at 180K miles

57,000

DERA Truck retrofit at full useful life

18,000

## 5. Modeling Cat-A-Pass™ Pollution Reduction

- Our internal modeling using the EPA's MOVES program for emissions in Essex County, NJ, showed that applying Cat-A-Pass™ to model year 2012 thru 2019 cars reduced the Nox inventory from mobile sources by 30%.
- We are now working with consultants to perform more detailed modeling to estimate the impact of Cat-A-Pass™ on ambient concentrations of VOC, Nox, ozone and PM 2.5.

## 6. Potential programs to implement Cat-A Pass™ in DVRPC Region

- The DVRPC region not in compliance with the EPA ozone regulations. √ Cat-A-Pass™ is easy to implement in Environmental Justice initiatives. √ DVRPC receives EPA and USDOT funds to implement programs to reduce ozone. √ Potential implementation programs could include:

- implementing in DVRPC's largest cities to rapidly improve air quality and health equity. These programs should qualify for funding from the US DOT CMAQ and RAISE programs, the Transportation Set-Aside program and the NJ and PA SIP funds.

- Include in NJ and PA SIP programs to bring non-attainment areas into compliance. √ Attract high-mileage drivers with electronic toll discounts.

Next Steps

Reach out to Compliance and Research Services

for more information on Cat-A-Pass™

M. Larkin

M. Timko

## MPMS: D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road

AGENCY:General Public

Comment ID: 168

Comment By: L. Howard

Submit Date: 8/15/2023

I am disappointed that the county did not see the value of replacing the Centerton Bridge. I am concerned that any work on the Parkers Creek Bridge would provide further delays to traffic in that area. I am not sure how rehabilitating or replacing the Parkers Creek Bridge will connect the communities of Westampton and Willingboro to businesses and health care in Mount Laurel and Moorestown. When I am driving from Willingboro or Westampton, I prefer to get on 295 and exit at Route 38 East to get to Mount Laurel or Moorestown. The Centerton Bridge was a true connector for the communities. When developing plans for the Parkers Creek Bridge, I would ask that the county also determine what can be done to address the traffic on Creek Road. I believe that is also impacting traffic when cars come on and off Route 295. In addition, there is a lot of new development on Centerton Road between Hartford and Creek Road Centerton Road, I feel like traffic will be congested for a long time, even with improving the Parkers Creek Bridge. Will this planned rehabilitation or replacement address future traffic needs?Thank you!

Comment ID: 169

Comment By: L. S. Berk

Submit Date: 8/16/2023

I live in Rancocas Woods and have used the Centerton Bridge for over 20 years, Using 295 to get to sections of Mt. Holly has

# Original Comments (Full Content)

become dangerous over the past few years. The lane which was installed primarily for traffic to use instead of the bridge, has become a speedway for people to use to speed through the section of 295. They don't care about oncoming cars from the Rancocas Woods. Delran exists. Locals now have to put themselves in danger to do their errands!

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

AGENCY: General Public

**Comment ID: 177**

**Comment By: L. Howard**

**Submit Date: 8/18/2023**

---

This is not designated for funding, but hope it will be considered for future funding. This area is very dangerous and should be a priority.

## **MPMS:**

AGENCY: General Public

**Comment ID: 161**

**Comment By: J. Johnson**

**Submit Date: 8/15/2023**

---

Hello

I love how the PA TIP has outlined every project current and ongoing for each county in the state. I have a question about electrical charging stations. With the increase of car manufacturers making more electrical cars every year, there will be a need for more charging stations, is there a plan in place to build more of these stations and how long does it take for one to build.

Thank you

J. Johnson

Public Participation Task Force

DVRPC

Sent from my iPhone

# Original Comments (Full Content)

**MPMS: 17411 CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)**

AGENCY: Bordentown Historical Society

Comment ID: 115

Comment By: S. Lederman

Submit Date: 8/7/2023

To Whom It May Concern:

The Bordentown Historical Society officers and directors have voted to submit the attached Resolution opposing the present plan to replace the Farnsworth Avenue Bridge.

Please confirm receipt of this email.

Thank you.

Dr. S. Lederman

B. Goldman, Esq

See Attachment

Bordentown Historical Society

RESOLUTION OF THE BORDENTOWN HISTORICAL SOCIETY IN SUPPORT OF THE REHABILITATION OF THE FARNSWORTH AVENUE STONE ARCH BRIDGE AND TUNNEL CONSTRUCTED IN 1831

WHEREAS, there exists in the City of Bordentown, County of Burlington, State of New Jersey, an historically significant stone arch carriage bridge and tunnel carrying Farnsworth Avenue also known as County Road 545 over the railroad now owned by Consolidated Rail Corporation (Conrail) that was constructed in 1831 as part of the Camden & Amboy Railroad; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) has identified the Farnsworth Avenue (CR 545) Bridge and Tunnel over Conrail as being "structurally deficient" because it has missing stones and water leakage, as well as cracked and bulging walls in certain places; and

WHEREAS, NJDOT has also deemed the historically significant stone arch bridge and tunnel "functionally obsolete" because the tunnel through which Conrail trains pass allegedly has inadequate vertical clearance; and

WHEREAS, NJDOT has proposed to demolish the historically significant stone arch bridge and tunnel and replace it with a prefabricated modern bridge as well as sidewalks and curbing for one hundred (100) feet to the north and south of the existing stone arch bridge; and

WHEREAS, Bordentown City residents and historians have rallied around the cause to preserve the historic stone arch bridge and tunnel, and hired a professional engineer to assess its structural integrity, maintaining that the bridge and tunnel should be rehabilitated, rather than demolished and replaced; and

WHEREAS, New Jersey State Historic Preservation Office (SHPO) has recognized that the Farnsworth Avenue bridge is the oldest carriage bridge still in use in America, and the first carriage bridge and tunnel constructed over railroad tracks made of Steven's style, rolled iron, flat bottom inverted T-rails, and is the largest man-made structure built by the former Camden and Amboy Railroad; and

1

WHEREAS, Camden & Amboy Railroad is New Jersey's first permanent railroad and one of the first commercial railroads constructed in the United States; and

WHEREAS, historically significant trains and engines traveled under the Farnsworth Avenue stone arch bridge and through the tunnel including, most notably the John Bull locomotive, the world's oldest operable steam locomotive, which is now in the Smithsonian Institute in Washington, D.C.; and

WHEREAS, under NJDOT's proposal, a memorial to veterans located on Farnsworth Avenue would also be removed, stored and replaced with a new structure, according to members of the Bordentown City Veterans Memorial Committee; and

WHEREAS, the residents and historians who want to preserve the historic bridge have criticized the pre-fab aesthetic of the replacement bridge which is inappropriate to the 1831 construction era of the original bridge, in comparison to the building facades on Farnsworth Avenue; and

WHEREAS, the reason the railroad tracks pass under the bridge can be traced to an 1830 settlement of a lawsuit between Joseph Bonaparte and the Camden & Amboy Railroad when Robert Stevens, who was then president of the Railroad, planned to route the Railroad line over Blacks Creek, curving along the shoreline of Crosswicks Creek, up Thornton Creek valley on the west side of the Bonaparte Estate Pond to which Bonaparte objected, and then to former farmland located in an upland area south of Park Street; and

WHEREAS, historians noted that it would have been easier to excavate a notch on the hill slopes that flank Crosswicks Creek and Thornton Creek rather than digging the long, deep cut through the City of Bordentown thus separating the north and south sections of Farnsworth Avenue; and

WHEREAS, Joseph Bonaparte, a lawyer and ex King of Naples and Spain, sued the Camden & Amboy Railroad over its use of eminent domain to lay the railroad tracks as Stevens envisioned, on the grounds that the Camden & Amboy Railroad was a private entity and the tracks were being laid for private profit purposes, not public use, so the Railroad settled with Bonaparte to

# Original Comments (Full Content)

avoid a potential loss and instead dug a long, deep cut through the center of Bordentown City, and built the Farnsworth Avenue stone arch bridge and tunnel as well as the wood deck Second Street Bridge and wood deck Prince Street Bridge, and Bonaparte for his part allowed the Railroad to cross his property west of Thornton Creek and the farmland south of Park Street; and WHEREAS, the 200th anniversary of the first operation of the Camden and Amboy Railroad in New Jersey is in 2031, and the entirety of the Camden & Amboy Railroad corridor is a historical site, and rail fans hope to make the Railroad part of a rail trail or steam ride as exists in other parts of the tri-state region; and WHEREAS, two original keystones dated 1831 are still in place at the top of the stone arch; and WHEREAS, the significance of the stone arch bridge associated with New Jersey's first railroad and the relevant early Americana context in which it came to be, will be lost if NJDOT's plan to demolish the bridge and install the pre-fab modern replacement bridge is not stopped; and

2

WHEREAS, from a structural and engineering perspective, rehabilitation of the stone arch bridge is technically feasible, according to observation and a report issued by Brian E. Nannis, P.E., M.ASCE, a structural engineer licensed in New Jersey, who examined the stone arch bridge on November 2, 2022, and found that Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self-draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Storm water would pass through and around the stone. Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/filled voids. This prevented storm water from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure. Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches. According to Mr. Nannis, this type of construction requires regular maintenance, stating, "The nearly two century old bridge has certainly fallen in need of rehabilitation. Prior repair efforts include: A - Stone replaced with mortared masonry; B - Skim coating of barrel interior surfaces; C - Infill/pointing existing stone gaps[]; and Mr. Nannis made repair recommendations including but not limited to: "Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Storm water runoff must be channeled away from the roadway above and the structure below[]" and "[s]torm water should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure[]"; and "[r]emoval of vegetation and deleterious material. Provide concrete apron slab keyed into and poured monolithically with the new foundation base. Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids. Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex. 1,3,5,7 followed by 2,4,6,8) does not undermine the structure[]"; and Mr. Nannis also observed that "The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including: • thickness of the barrel using ground / surface penetrating radar, compression strength of a

3

stone sample, geotechnical study of the fill above the arch and at the base, live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition[]"; and Mr. Nannis pointed out the obvious risks associated with taking down the existing stone arch structure: "The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building's load path. Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile driving vibrations.[]; NOW THEREFORE BE IT RESOLVED this 7th Day of August, 2023, by the Bordentown Historical Society, that it opposes the demolition and replacement of the 1831 Farnsworth Avenue Bridge because inter alia the rehabilitation of the 1831 stone arch bridge and tunnel, which is an integral part of Bordentown's and New Jersey's history, was not explored or not adequately explored by NJDOT in assessing alternatives to demolition and replacement of it, and because of the bridge's unique place in our history, and because of the risks of demolition to supported structures, the Bordentown Historical Society commits itself to stopping the process by which the demolition and replacement may occur, and resolves to make all efforts in administrative, legislative, legal and judicial forums to preserve and maintain the Farnsworth Avenue Bridge and Tunnel, and to stop the demolition of the existing structure.

AGENCY:City of Bordentown

# Original Comments (Full Content)

Comment ID: 223

Comment By: J. Sciortino

Submit Date: 8/17/2023

To Whom It May Concern -

Attached is a formal resolution that was unanimously approved by the Bordentown City Board of Commissioners on Monday, August 14, 2023, which we would like to submit as official public comment, along with the information contained herein, regarding DB# 17411 in the DVRPC's FY 2024 TIP for New Jersey.

The resolution was promulgated and approved based on the thorough professional analysis conducted by several independent Bordentown City-based engineers who concluded that the historic Farnsworth Avenue Stone Arch Bridge poses "no imminent or short-term danger to the health, safety, or welfare of the community exists."

In fact, the bridge holds significant historical value at both the state and national level. In a densely populated, one-square-mile city, any substantial alterations to this bridge will almost certainly have a profound impact on nearly every resident and visitor of Bordentown City.

As such, we urge all parties involved to exercise extreme due diligence before reaching any decision that would require long-term closure of Farnsworth Avenue when no imminent or short-term danger to the health, safety, or welfare of the community exists.

The city, our business community, numerous stakeholders, and volunteer organizations have all expressed critical concerns when it comes to the future direction of this project and its impact on the vitality of our business district, the fate of prominent landmarks, including the Bordentown Veterans Memorial which sits atop the bridge, and the overall quality of life in our city.

Built in 1831, the bridge is not only recognized as the oldest masonry arch bridge in the U.S. that spans an iron railway, it also bore witness to the first steam-powered locomotive, which traversed that railway – the John Bull, now in the Smithsonian.

However, the bridge's significant historical qualifications are barely mentioned in the NJDOT's Concept Development Report prepared by the engineering firm WSP in 2019. The most troubling – and unfounded – statement is the final report's conclusion (Section V.C, page 16) that "Due to the location of the bridge in the downtown Bordentown city area, minimal socioeconomic impacts are expected."

This statement is wholly unsupported, suggesting a lack of due diligence on the part of WSP.

While Conrail, which operates the nearly defunct rail line that passes under the bridge, was consulted early in the process, their blanket assertion on the financial impact of the rail line's closure was reported without question or analysis.

However, the true socioeconomic impact can only be determined by engaging the stakeholders that will be impacted by the bridge's replacement: Bordentown's business community, which is comprised of a thriving network of small businesses primarily located along Farnsworth Avenue; the Bordentown Historical Society, which is presently arguing for inclusion of the bridge on the State and National Register of Historic Places; and the Bordentown Veterans Memorial Committee, which has spent countless hours securing donations to construct a fitting tribute to every veteran who has called Bordentown home, a memorial which presently sits atop the bridge slated for replacement.

These businesses and stakeholders are the lifeblood of the city and overwhelmingly and understandably opposed to any rehabilitation of the bridge that would require extended closure of the City's main artery, which would effectively cut off access for deliveries, street and foot traffic, public transportation, and the two public parking lots that service visitors.

Two local residents and professionals in this field, Pierre Lacombe and Matt Pey, each sent the NJ Department of Transportation (NJDOT) thorough point-by-point critiques of both the WSP document and previous NJDOT biannual inspections, addressing the historical and technical aspects of the bridge and questioning the need for its replacement. They were submitted to the NJDOT and the State Historic Preservation Office in early 2020 and, to date, there has been no substantive response.

While the Department and its consultants have rated the bridge as "structurally deficient," it has been established that there is no imminent or short-term danger to the health, safety, or welfare of the community.

As noted by Mr. Pey, a professional engineer, in his May 31, 2020 letter to the Department, ASCE has identified over 6,000 bridges in the United States rated as "structurally deficient" that remain in use. Moreover, the condition of the Farnsworth Avenue bridge has not deteriorated significantly during the biennial inspection period and cars, trucks, and buses cross the bridge on an hourly basis without incident.

Mr. Lacombe, a former hydrologist with more than 30 years of experience at the U.S. Geological Survey, has inspected more than 20 stone arch bridges built by the Philadelphia and Columbia Railroad (P&CRR) during the early rail era between 1832 and

# Original Comments (Full Content)

1857. These stone arch bridges are built in the same style and manner as the Farnsworth Avenue bridge, including at least one P&CRR bridge designed by the same engineer. Yet, these bridges carry SEPTA, Amtrak, and Conrail trains on a daily basis, subjecting them to much heavier loads than any carried by the Farnsworth Avenue Bridge.

While the Department has repeatedly stated that the bridge is old and unsafe solely due to its design or age, these assertions are factually incorrect. In fact, a third local resident and professional engineer recently commissioned a third-party structural analysis of the bridge by an independent engineer (a copy of which is attached), concluding that not only is the bridge safe, but improper rehabilitation or removal could have catastrophic unintended consequences on surrounding structures.

NJDOT's own BMS rating of the bridge, by definition, recommends rehabilitation over replacement. Furthermore, the WSP report states that the bridge is functionally obsolete due to insufficient vertical clearance, but Conrail/CSX agreed to waive that requirement, further negating the need for replacement. In fact, the bridge, at best, only sees one train per week.

It is clear that the WSP Concept Development Final Report from October 2019 is internally inconsistent, outdated, and not sufficiently researched and evaluated, as noted in the more recent and thorough independent analyses subsequently sent to NJDOT.

With this in mind, the Bordentown City Board of Commissioners respectfully requests that critical due diligence be performed before any determination on replacement versus rehabilitation is made. Adopting a cautious approach to any alterations of the bridge is both warranted and vital to allay the serious concerns raised by our community.

The engineering and transportation history of the Farnsworth Avenue Stone Arch Bridge is an integral part of the rich, storied history of Bordentown City, which has been home to pivotal figures who date back not only to the earliest days of our nation's founding but to the Native American tribes who first called Bordentown home.

As such, the bridge and its impact on our town, has rightfully generated widespread concern and support from residents and businesses, alike, with a stake in the future vitality of our downtown.

We ask that you take all of this into account in earnest before making any decisions on the future of the bridge.

Sincerely,

Bordentown City Board of Commissioners

J. L. Sciortino  
Mayor,  
Director of Revenue & Finance

J. Myers  
Deputy Mayor,  
Director of Public Property, Streets and Water

J. E. Lynch, Jr  
Commissioner,  
Director of Public Safety and Affairs  
See Attached.CITY OF BORDENTOWN  
RESOLUTION 2023-111

RESOLUTION IN SUPPORT OF THE NEW JERSEY DEPARTMENT OF TRANSPORTATION'S RESTORATION OF THE HISTORIC FARNSWORTH AVENUE BRIDGE

WHEREAS, since 1831, the Farnsworth Avenue Stone Arch Bridge ("Farnsworth Avenue Bridge" or the "Bridge") has been a significant and prominent feature in the historic City of Bordentown (the "City"); and

WHEREAS, recognized as one of the oldest masonry arch bridges which span an iron railway in the United States, the Farnsworth Avenue Bridge also had the first steam-powered locomotive to traverse that railway, the John Bull, travel under its arch; and

WHEREAS, located in the center of the City's Historic District, the Farnsworth Avenue Bridge has always been an integral part of the City, and region's history and economy; and

WHEREAS, over the past few years, the future of the Farnsworth Avenue Bridge has been a topic of discussion and concern, as the New Jersey Department of Transportation ("NJDOT") weighs its options on whether the Bridge should be rehabilitated to save and revitalize the historic structure, or whether it should be demolished and reconstructed; and

WHEREAS, based on a Report issued in 2019, the NJDOT and its professional consultants have noted the Bridge is "structurally deficient," but with no imminent or short-term risk to health, safety, and welfare to the City community; and

WHEREAS, in response to that 2019 Report, local professionals wrote to the NJDOT in early 2020, seeking clarification, with no



# Original Comments (Full Content)

response; and

WHEREAS, one of those individuals, a professional engineer, noted that the American Society of Civil Engineers ("ASCE") has identified over 6,000 bridges throughout the United States as "structurally deficient," which remain in productive use; and WHEREAS, the 2019 Report also erroneously concluded that replacement of the Farnsworth Avenue Bridge would have "minimal socioeconomic impact[]" on the Historic District of the City; and

WHEREAS, this conclusion could not be further from the truth, as demolition of the historic Farnsworth Avenue Bridge would impact the City's thriving Downtown area by severing Farnsworth Avenue, one of the few primary arteries into the business district; and

WHEREAS, any such demolition would negate the Bordentown Historical Society's continued efforts to have the Bridge placed on the State and National Registers of Historic Places, and the already-existing Veterans' Memorial, located atop of the Bridge, recently constructed through the tireless efforts of the Bordentown Veterans Memorial Committee, would also be inextricably damaged; and

WHEREAS, it is the Commissioners' view that the Bridge should not be replaced, but rather rehabilitated with every effort made to leave minimal impact on the City in general and the Historic Business District in particular; and

WHEREAS, in any case, it is clear that, at the very least, caution and further due diligence and investigation should precede any action regarding the Bridge.

NOW, THEREFORE, BE IT RESOLVED this 14th day of August 2023 by the Board of Commissioners, that for all the foregoing reasons, the Board of Commissioners hereby wholeheartedly support the preservation of the Farnsworth Avenue Bridge, and the protection of the City, and its Historic District and its businesses, and urge that the NJDOT investigate the Bridge, and the impact on the City, with caution, good faith, and due diligence, with the goal of preserving the Bridge.

\*\*

\*\*\*

I hereby certify that the foregoing Resolution was duly adopted by the Board of Commissioners of the City of Bordentown at a regular meeting conducted on the 14th day of August 2023.

J. M. Smith Acting City Clerk

DERY

Resolution 2023-111 In Support of The New Jersey Department of Transportation's Restoration of The Historic Farnsworth Avenue Bridge

AGENCY: Downtown Bordentown Association

Comment ID: 126

Comment By: Downtown Bordentown Association

Submit Date: 8/11/2023

DOWNTOWN BORDENTOWN ASSOCIATION                      www.downtownbordentown.com                      V. Schino, Jr.,  
President                      Z. Melker Director                      C.J. Mugavero Vice President                      P. Sabol Director  
Moslowski Treasurer                      . Xuereb Director                      . Palmieri Secretary  
August 10, 2023  
Re: Project 17411 | CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail) (Bordentown Twp, Burlington County)  
We write to you today regarding the replacement/repair of the bridge and roadway that passes over the NJ Transit rail line and is part of the Farnsworth Avenue roadway in Bordentown City. Farnsworth Avenue is the main thoroughfare of Bordentown City and the primary artery of its business district. Closure of this section of Farnsworth Avenue would have an immediate and catastrophic impact on the business district and hence the economy of the City. To exacerbate the potential problem, with our business district still struggling to recover economically from the pandemic, our local business district simply cannot suffer the closure—for any length of time—of this main business artery. Undoubtedly a number of our businesses would not survive such a closure and the economic impact for our city would be dire. While the impact on the City's economy would be disastrous enough, we also note certain other serious issues: a) The forced re-routing of county bus lines and large-truck traffic onto small residential streets that cannot support such traffic b) The isolation of residents to the north of the railroad bridge who, in order to walk or drive into the main business district, would have to detour several blocks. Of particular concern is the impact on those residents who have physical handicaps. Furthermore, the isolation of that sector of that sector would exacerbate Bordentown's already critical problem of insufficient parking for visitors and tourists, whose custom is vital to our local businesses. c) There is considerable concern over the impact on navigation and speed of response for police, fire, and other emergency vehicles on route to the northern sector of the City d) The historic aspect of our city, particularly the Veteran's Memorial on the corner of Farnsworth and Railroad Avenues, would be irreparably harmed. If businesses on Farnsworth Avenue are forced to close, it would create a downward spiral of decreasing tax revenues and real estate valuations. It is, therefore, absolutely imperative that the NJDOT propose a more suitable and comprehensive solution to the repair or replacement of the structure. Respectfully,  
Board of Directors  
Downtown Bordentown Association

Comment ID: 127

Comment By: Downtown Bordentown Association

Submit Date: 8/11/2023

# Original Comments (Full Content)

DOWNTOWN BORDENTOWN ASSOCIATION      www.downtownbordentown.com      V. Schino, Jr.,  
President      Z. Melker      Director      C.J. Mugavero      Vice President      P. Sabol      Director . Moslowski  
Treasurer      G. Xuereb      Director . Palmieri      Secretary      August 10, 2023      Re: Project 17411 | CR 545  
(Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail) (Bordentown Twp, Burlington County) We write to you today regarding the replacement/repair of the bridge and roadway that passes over the NJ Transit rail line and is part of the Farnsworth Avenue roadway in Bordentown City. Farnsworth Avenue is the main thoroughfare of Bordentown City and the primary artery of its business district. Closure of this section of Farnsworth Avenue would have an immediate and catastrophic impact on the business district and hence the economy of the City. To exacerbate the potential problem, with our business district still struggling to recover economically from the pandemic, our local business district simply cannot suffer the closure—for any length of time—of this main business artery. Undoubtedly a number of our businesses would not survive such a closure and the economic impact for our city would be dire. While the impact on the City's economy would be disastrous enough, we also note certain other serious issues: a) The forced re-routing of county bus lines and large-truck traffic onto small residential streets that cannot support such traffic b) The isolation of residents to the north of the railroad bridge who, in order to walk or drive into the main business district, would have to detour several blocks. Of particular concern is the impact on those residents who have physical handicaps. Furthermore, the isolation of that sector of that sector would exacerbate Bordentown's already critical problem of insufficient parking for visitors and tourists, whose custom is vital to our local businesses. c) There is considerable concern over the impact on navigation and speed of response for police, fire, and other emergency vehicles on route to the northern sector of the City d) The historic aspect of our city, particularly the Veteran's Memorial on the corner of Farnsworth and Railroad Avenues, would be irreparably harmed. If businesses on Farnsworth Avenue are forced to close, it would create a downward spiral of decreasing tax revenues and real estate valuations. It is, therefore, absolutely imperative that the NJDOT propose a more suitable and comprehensive solution to the repair or replacement of the structure. Respectfully,  
Board of Directors  
Downtown Bordentown Association

AGENCY: General Public

**Comment ID: 4**      **Comment By: V. Sassaman**      **Submit Date: 8/7/2023**

Demolishing and replacing this bridge/tunnel would cause a financial hardship on Bordentown City. Closure of a year to 3 years will end with empty storefronts. Small businesses will give up their leases. I don't think I need to explain the domino effect of an abandoned Main Street in a small town. The historic value is undeniable and should be maintained. Just the thought of dismantling this bridge is upsetting and extremely disappointing. When did it become an orphan bridge? When it was decided to replace the bridge?

**Comment ID: 116**      **Comment By: S. Wheelock**      **Submit Date: 8/9/2023**

Thank you.

Sent from the all new Aol app for iOS

On Monday, August 7, 2023, 4:59 PM, S. Lederman wrote:

To Whom It May Concern:

The Bordentown Historical Society officers and directors have voted to submit the attached Resolution opposing the present plan to replace the Farnsworth Avenue Bridge.

Please confirm receipt of this email.

Thank you.

Dr. S. Lederman,  
B. Goldman, Esq,

**Comment ID: 170**      **Comment By: W. Brown**      **Submit Date: 8/17/2023**

I'm a resident living in Bordentown City, just blocks from the bridge. I worry that the historical nature of the bridge has not been taken into account with the proposed replacement of the bridge. The bridge is the biggest remaining structure of the Camden and Amboy railroad, one of the first steam railroads in the country, which hosted the John Bull steam locomotive that is currently preserved in the Smithsonian in Washington DC. It is also, to my knowledge, the oldest railroad overpass in the country. I

# Original Comments (Full Content)

understand that engineers from Bordentown also surveyed the bridge and deemed it to be structurally sufficient with rehabilitation to be the better option. Please consider the historical importance of the bridge before deciding to replace it. Thank you

**Comment ID:** 171

**Comment By:** S. Magee Carr

**Submit Date:** 8/17/2023

---

To Whom It May Concern: The Railroad Bridge under Farnsworth Ave in this project is of vital historic value to Bordentown, as well as New Jersey as a whole. It was built in 1831 by the Camden and Amboy RR as part of the FIRST RR in NJ. The RR chose to start construction in Bordentown, because of its strategic position between New York and Philadelphia. It was vital in bringing people, industry and prosperity to town and state. We as a nation are too quick to destroy our history for the sake of "progress". Bordentown was the home of many early public figures such as John and Francis Hopkinson, Thomas Paine and Joseph Bonaparte to name just a few. As a matter of fact, this bridge was built in this location, because Joseph Bonaparte sued to not have the RR run along his property. This bridge is within the recognized Historical district of the city. Replacing this bridge with a pre-fab bridge would not only destroy a part of our history, it would ruin the integrity of the historic district. Replacing this bridge would also compromise the stability of surrounding roads and historic buildings. Also, there is a beautiful granite Veterans Memorial above the bridge that would need to be dismantled, should the bridge be replaced. This memorial recognizes the sacrifice of over 1800 Bordentown citizens who fought in all American wars, some of who died in service. Noone will guarantee that the memorial will be preserved and restored to its current splendor. Another thing to consider, is that this bridge is located in the heart of the Bordentown Business District. It is imperative that there be as little disruption to local merchants as possible. Small businesses on a whole struggle as it is. Many have not fully recovered from being shut down during the COVID crisis. Long construction delays and closures could mean the difference between staying open and closing to many. It would be a travesty for this history to be destroyed. My G-G-Grandfather came to Bordentown from Ireland in 1830 and worked for the C&A Railroad. PLEASE RECONSIDER AND REPAIR THIS BRIDGE, RATHER THAN REPLACE IT.

**Comment ID:** 172

**Comment By:** J. James

**Submit Date:** 8/18/2023

---

Rehabilitate not replace !!!

**Comment ID:** 178

**Comment By:** K. J. Carr

**Submit Date:** 8/19/2023

---

I am registering my objection to a complete overhaul of the Farnsworth Avenue bridge over the railroad tracks, at the site of the Veteran's Memorial. It appears that engineers have determined the bridge to be safe, or that modest updates could be made to improve the structure. Changing the historic nature of that site, and affecting the entire nature of the Main Street in my charming city, is not warranted. Do not find ways to change things that don't need changing. It's wasteful and destructive.

AGENCY: Independence Engineering

**Comment ID:** 206

**Comment By:** N. Sander

**Submit Date:** 8/17/2023

---

Dear DVRPC,

As a City resident, City business owner, and professional civil engineer, I am concerned that NJDOT has been taking a cavalier approach to repairs to the Farnsworth Avenue Bridge. While assessed as "structurally deficient," the bridge is not an imminent danger to the health, safety, or welfare of the public.

Simultaneously, insufficient analysis of the socioeconomic impact of replacing the bridge has been done, with NJDOT's assessment document characterizing it as "minimal." This is false.

I commissioned a third-party structural engineer to inspect and evaluate the existing structure. Not only did he concur that there was no short-term danger, but that removing and replacing the bridge could have the unintended consequence of undermining adjacent properties. Rehabilitation of the existing structure would be the preferred solution. Please find this report attached.

[cid:image001.jpg@01D9D157.1535AF20]  
N. E. Sander, PE, President  
123 Farnsworth Avenue  
Bordentown, NJ 08505  
(609) 496-9369 (O)

# Original Comments (Full Content)

(609) 947-9787 (M)  
See Attached.

B. E. Nannis, PE Farnsworth Avenue Stone Arch Bridge Consulting Structural Engineer Bordentown, NJ 3683 Morning Meadow LN • Buford, GA 30519  
t: 678.735.0944 e: brian@nannis.us January 15, 2023

Mr. N. Sander, PE  
Independence Engineering, LLC  
102 Farnsworth Ave  
Bordentown, NJ 08505  
Dear Neil,

On Wednesday, November 2, 2022, general observations were made of the existing Farnsworth Avenue stone arch bridge. The keystone indicates the bridge was constructed circa 1831.

## SCOPE

This report is based on observations made of the bridge strictly from a structural viewpoint. Findings and recommendations are to offer insight when determining replacement versus rehabilitation of the bridge. Neither destructive nor non destructive testing was performed at the time of the visit.

## BACKGROUND

Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Stormwater would pass through and around the stone.

Bordentown Stone Arch Bridge (11/2022)

Roman Stone Arch in Caesarea Israel (Constructed circa 1st century)

Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/ filled voids. This prevented stormwater from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure.

Page 1 of 6

January 15, 2023

Aside from the enormous historical implications and any bias toward the preservation of early Americana, serious consideration should be taken regarding rehabilitation vs. replacement of the bridge.

## REPAIR OVER REPLACE

The proximity of the adjacent existing three-story building (130 Farnsworth Ave..) to the bottom of the "trench" clarifies the rehabilitation option as the prudent option over replacement of the bridge. Both gravity and transient lateral loads from the adjacent structure are relieved through their foundations, finding equilibrium in the stable undisturbed soil below. The loads delivered are resisted by the soil in a "bulb" pressure distribution. The pressure is felt a horizontal distance from the initial foundation to soil interaction. The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building's load path.

Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile Three story building adjacent to bridge. Driving vibrations. Existing three story building adjacent to bridge showing vibration / settlement sensitivity.

Page 2 of 6

January 15, 2023

Dry-laid stone construction. (Bordentown Bridge)

C A

B

Prior repair efforts include:

A – Stone replaced with mortared masonry B – Skim coating of barrel interior surfaces C – Infill / pointing existing stone gaps.

Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by

# Original Comments (Full Content)

using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches. A return to the original historic design, in the purest sense, may prove to be cost prohibitive. However, I believe strengthening of the arch bridge while maintaining historic charm is achievable. The structural state of the bridge appears like that of similar arch bridges throughout the country. From above, the existing war memorial, roadway and parapets appear unremarkable, nothing out of the ordinary. Case studies of similar bridges have shown successful rehabilitation. This type of construction requires regular maintenance. The nearly two century old bridge has certainly fallen in need of rehabilitation.

Page 3 of 6

January 15, 2023

## REPAIR RECOMMENDATIONS

Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Stormwater runoff must be channeled away from the roadway above and the structure below.

1.- Lack of drainage at the inside base of the barrel. The image below shows an existing drainage pipe at the entry. Stormwater should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure.

The two lower right image shows a section of the base that has been displaced. Restore drainage system that will channel water away from the arching force resistant elements at the base.

Recommended repair includes:

- Removal of vegetation and deleterious material.
- Provide concrete apron slab keyed into and poured monolithically with the new foundation base.
- Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids.

Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex. 1,3,5,7 followed by 2,4,6,8) does not undermine the structure.

Page 4 of 6

January 15, 2023

2.- Missing stones and voids shall be replaced with the same or similar local stones. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids and repoint.

Existing gunite or skim coatings shall be carefully hand chiseled removed and replaced with stone and grouted voids. Removal and replacement should be performed and completed in smaller areas before removing an adjacent section.

3.- Separation or cracking between the spandrel wall and the arch barrel is shown in the lower right image. The separation can be stabilized by drilling and grouting anchors transverse to the direction of the crack. Similar cracking that occurs between the spandrel walls should be pressure grout injected with ports.

Page 5 of 6

January 15, 2023

The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including:

- thickness of the barrel using ground / surface penetrating radar,
- compression strength of a stone sample,
- geotechnical study of the fill above the arch and at the base,
- Live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition.

Annual routine inspections should be conducted, and areas of repair implemented.

Beyond the above strengthening approach and the resulting cost analysis, the potential of undermining / damaging adjacent existing structures is of primary concern when considering rehabilitation vs. demolish and replacement of the Bordentown Bridge. If you have any questions or would like to discuss, please give me a call.

Sincerely,

# Original Comments (Full Content)

B. E. Nannis, P.E., M.ASCE  
Structural Engineer

# Original Comments (Full Content)

## MPMS: 14348 Route 45, Bridge over Woodbury Creek

AGENCY: City of Woodbury

Comment ID: 114

Comment By: F. Jr., William H.

Submit Date: 8/1/2023

DVRPC FY 2024 TIP for New Jersey (FY24-FY27)  
NJ Route 45 Bridge over Woodbury Creek, MP 26.21  
DB# 14348 – Str. No. 0810150  
July 31, 2023

### Background

This Route 45 Bridge over Woodbury Creek was built in 1892 and widened in 1958, when all or portions the deck and superstructure were likely replaced. The bridge has a length of 45 feet and a width of 66.5 feet, providing a curb to curb pavement width of 46' and two 10' wide sidewalks. The deck is reinforced concrete on stay-in place (SIP) steel forms, topped by an asphalt surface course. The superstructure consists of a simply supported single span with 13 steel girders (+2 sidewalk beams), five floor beams, and 12 stringers. There are multiple bridge-attached utilities in conduits and pipes in three or more of the girder bays and also overhead utilities on poles along the east sidewalk.

### Structurally Deficient and Functionally Obsolete Bridge Condition

The bridge is classified as Structurally Deficient and Functionally Obsolete. The last available bridge inspection report from September 2020 indicates the following:

¿ “The deck is in poor condition due to large bituminous asphalt patches and several areas of severely rusted SIP forms exhibiting holes where the SIP forms sit on the steel stringer, an indication of deck contamination [and likely indicating rebar corrosion and loss of deck strength].”

¿ “The superstructure is in poor condition due to all steel components exhibiting severe corrosion, delamination and section loss. The curb line, double line stringers exhibits 20% section loss with a few isolated areas of to 90% section loss. Several interior stringers have knife edges at the flange tips exhibiting section loss varying from 30% to 50%, the stringer was bent up when struck with a hammer. Floor beam 2 exhibits a 6-foot diameter corrosion hole in the web. Girder G11 and G13 are severely corroded. G13 is laterally bowed-out and has 50% to 75% section loss with knife edges on the top flange.” The girder bearings are inside of the abutments and not visible. Photos in the inspection report clearly depict the horrendous condition of the superstructure steel, including the bridge attached utility conduits and pipes.

¿ The steel supports for the sidewalk on the east side of the bridge are apparently failing, as the sidewalk is tilting towards the Creek sufficiently to warrant barricading and closing the sidewalk to all pedestrian traffic.

¿ “The condition of the substructure has been upgraded from poor to fair condition due to both the north and south abutment breastwalls, backwalls and wingwalls being repointed with gunite and all missing stones replaced with new stones.”

¿ The abutment, wingwall and retaining wall footings are buried and not visible for inspection. However, the earthen areas behind these structural walls show unstable differential settlement.

Three years have passed since the last available bridge inspection, and the deck and steel superstructure conditions have invariably continued to deteriorate.

DVRPC FY 2024 TIP for New Jersey (FY24-FY27)  
NJ Route 45 Bridge over Woodbury Creek, MP 26.21  
DB# 14348 – Str. No. 0810150  
July 31, 2023

### TIP Funding Priority

The bridge is 130 years old, structurally deficient, and functionally obsolete, and the pedestrian sidewalk has already been restricted due to structural failure. Route 45 is a major state roadway accessing Gloucester County's seat of government that serves 300,000 people through its County facilities in Woodbury immediately south of the bridge. On the north side of the bridge there is the Inspira emergency medical facility that serves nearly 200,000 people. Route 45 is also a primary commuter route to Philadelphia and it provides a major access route to local communities and businesses in the western portion of the County (Westville to Harrison). If this bridge were closed to traffic (or otherwise weight restricted) due to additional structural failure, it would cause major regional access and transportation problems. This project should receive a high priority for funding, both because of the horrendous structural conditions, and the bridge's high level of importance to the City, County and surrounding communities.

### TIP Funding Schedule

The City and the NJDOT have been working to replace the Route 45 Bridge over Woodbury Creek since 2014. Based on these discussions and given the Bridge's horrendous condition, the City fully expected construction phase activity to be underway by 2022. The City expedited the funding needed to replace its failing dam in order to allow NJDOT bridge construction. Although the NJDOT's schedule has apparently slipped, the current



# Original Comments (Full Content)

DVRPC/NJDOT Milestone schedule indicates the project will be ready for advertisement mid-2024. The draft TIP, however, shows Construction funding of \$12.8 million available in 2028. The City believes this delay is not appropriate, given the condition of the bridge and its importance to the region. The design is expected to be complete May 2024 and we request TIP funding for construction scheduled to coincide with the design completion milestone dates. Lets get this done and avoid a major catastrophe.  
J. Leech  
B. Fleming

## **MPMS: T143 ADA--Platforms/Stations**

AGENCY:General Public

Comment ID: 1

Comment By: Anonymous

Submit Date: 7/20/2023

---

I support more accessibility at NJ TRANSIT stations

## **MPMS: 15353 Route 38 and Lenola Road (CR 608)**

AGENCY:General Public

Comment ID: 176

Comment By: L. Howard

Submit Date: 8/18/2023

---

Route 38 & Lenola Road Project (DB# 15353) - This is something that is needed in the area. There will be an increase of traffic with the Cooper facility and new apartments. Please ensure that the project addresses future growth in the area, not a project based on current traffic.

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

AGENCY:General Public

Comment ID: 174

Comment By: L. Howard

Submit Date: 8/18/2023

---

The traffic during rush hour is awful. I am in support of this project to improve congestion on Route 38.

## **MPMS: 21311 Route 295 and Route 38 Interchange Operational Improvements**

AGENCY:General Public

Comment ID: 175

Comment By: L. Howard

Submit Date: 8/18/2023

---

It is very congested in this area. Would also like to indicate that there are issues on Marter Avenue as well. People cross over 38, going towards 295 and instead of making a right, in the right-hand turning lane, they go straight. Not sure if both lanes need to go straight.

# Original Comments (Full Content)

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

AGENCY: Bellmawr Redevelopment Agency

**Comment ID: 204**

**Comment By: D. Thwaites**

**Submit Date: 8/18/2023**

Good Afternoon,

Please see the attached. Thank you.

Stay Safe and Healthy!

D. Thwaites, Office Manager  
McKenna Law, P.C.  
648 Longwood Avenue  
Cherry Hill, NJ 08002

VIA: EMAIL [tip@dvrpc.org](mailto:tip@dvrpc.org)  
The Delaware Valley Regional Planning Commission  
Re: Public Comment - Route 42 Southbound, Leaf Avenue Extension to Creek Road (CR 753)  
Dear Commissioners:

I represent the Bellmawr Redevelopment Agency, an agency that, with other public and private stakeholders has put in enormous time in an important redevelopment plan for a 126 acre tract adjacent to the Connector Road in question. We were all significantly disappointed to hear that the 2024 draft STIP is now listed as being completed in 2030, wherein the prior 2022 STIP document approved by the DVRPC, the completion date was 2027.

The public benefits of the redevelopment project in question are many and substantial.

Initially, it should be noted that the NJ DOT first proposed the connector road as a traffic mitigation project with promises to be completed by 2021. The need for this mitigation is well chronicled over many years and has been repeatedly revisited at state, regional, county and local levels. The urgency of the traffic issues sought to be minimized are uniquely impactful of the Borough of Bellmawr and exacerbated by the significant state highway projects traversing the Borough of Bellmawr with little benefit to the Borough itself due to the lack of local access ramps.

The potential economic benefits of this highway project were a catalyst for a brownfields redevelopment project, and after completion of environmental remediation at three landfills along Creek Road and the Big Timber Creek, a new 38-acre waterfront project will, with the advance of the connector road, be erected along the Big Timber Creek as part of the redevelopment. Moreover, Bellmawr's redeveloper presently has plans pending before various approving authorities for very significant commercial development with the anticipated economic benefits in the form of jobs and tax revenues for both Bellmawr and Deptford.

The access to this new waterfront park as well as the redevelopment that is an engine for local economies is impossible without the Creek Road connector.

To demonstrate the importance of this project to local interests, and to mitigate the delays that DOT alerted Bellmawr to in 2022, Bellmawr and its redeveloper have secured voluntary acquisitions of all the required right of way without the need to resort to condemnation. Camden County has put its shoulder to the wheel, as has the Bellmawr Redevelopment Agency, which I represent.

In short, there are substantial traffic safety and economic issues that are implicated here, and any delay beyond 2027 will deleteriously affect the potential for these benefits to bear fruit. Anything that the DVRC can do to advance the restoration of the 2027 project completion date would be a significant public benefit and deeply appreciated by all.

Respectfully submitted,  
/s/ M. J. McKenna  
M. J. McKenna

AGENCY: Borough of Bellmawr

**Comment ID: 205**

**Comment By: H. Long**

**Submit Date: 8/18/2023**

Please accept these comments on behalf of  
C. J. Sauter, III, Mayor

# Original Comments (Full Content)

Borough of Bellmawr, 21 East Browning Road, Bellmawr, NJ 08031  
and Borough Council  
(Transmitted with permission by: H. C. Long, Jr., Municipal Solicitor)

Friday, August 18, 2023  
See Attached.  
Dear Sir/Madam:

The Route 42 SB, Leaf Avenue extension to Creek Road, more commonly known in Bellmawr Borough as the "Creek Road Connector", is a project that is essential to the public health, safety and welfare of the residents of Bellmawr. Presently, large volumes of interstate traffic from the New Jersey Turnpike, bound for Philadelphia or Atlantic City, are forced onto local residential streets in Bellmawr. This is particularly true of Creek Road (CR 753), a residential street. The problems caused are too exhaustive to list here but include: constant and daily traffic delays, unsafe driving conditions and intolerable air pollution caused by hundreds of idling vehicles.

When first proposed by the NJDOT in 2017, our residents received a promise that the building of the Creek Road Connector, as a traffic mitigation project, would be completed no later than 2021. The Creek Road Connector was designed to improve safety and traffic flow to and from Route 42, reduce idling and queuing along Creek Road, and improve travel times from the Turnpike to Philadelphia and Atlantic City.

The Connector Road relocates the Creek Road intersection over 1,000 feet further west on Creek Road from its current location at Harding Avenue and provides signalized and dedicated turn lanes. These improvements will ultimately serve Bellmawr Borough well, dramatically improving current backup onto the Creek Road Bridge over Route 42. Moreover, the Connector Road will ease traffic delays and improve safety by providing two lanes in each direction to and from Route 42, while relieving the narrow local Bellmawr Streets (Harding, Coolidge and Stanley Avenues) of this traffic. The current situation is a living nightmare from which our residents suffer daily. .

The NJDOT has spent billions of federal and state dollars building (and rebuilding) highways through Bellmawr over the past few years including both the Direct Connect and Missing Moves Projects. Bellmawr has been forced to endure the secret overnight demolition of historic buildings, road collapses and worse. The other prior completed project serve no particular use to Bellmawr or its residents as a result of the lack of local access ramps. The NJDOT has requested and received millions of dollars in benefits from Bellmawr in support of these other NJDOT projects, including the land needed for these projects, as well as a multi-million-dollar drainage culvert along Route 42. We have been a cooperative collaborator in these projects but our voiced concerns are frequently ignored.

Despite the significant burden imposed upon Bellmawr citizens by these various NJDOT projects, and Bellmawr's own investment in infrastructure needed by NJDOT, the NJDOT has inexplicably determined to delay constructing the one simple, relatively inexpensive project planned in this area that would greatly benefit the citizens of Bellmawr - the Creek Road Connector. The proposed extension is simply not acceptable to the residents of Bellmawr.

Bellmawr fully expected, when advised that the project would be completed by 2021, the project would receive the necessary priority and resources to meet that deadline. Furthermore, in the 2020 DVRPC TIP, the Creek Road Connector's projected completion date was pushed back to 2024. In the 2022 TIP, the completion date was pushed back to 2027; in the current draft 2024 TIP, the completion date was pushed back to 2030. We have had enough delays. Why should Bellmawr continue to suffer the burdens of this project year and year after year? Both residents and businesses have endured enough and our quality of life has been significantly diminished.

Based upon NJDOT's representations regarding the Creek Road Connector, Bellmawr has moved forward with its own plans along Creek Road. Bellmawr, working closely with NJDEP, has now successfully completed environmental remediation of three landfills along Creek Road and the Big Timber Creek. Bellmawr has also partnered with a local Redeveloper and is now planning to commence construction of a new 38-acre waterfront park along the Big Timber Creek. In 2024, Bellmawr's Redeveloper plans to commence construction of a significant commercial development, located in both Bellmawr and Deptford, that will generate many construction jobs, permanent site related employment and much needed tax revenue for Bellmawr. However, Bellmawr cannot provide safe and effective access to the new Waterfront Park for pedestrians, bicyclists and motorists, without the Creek Road Connector.

In 2022, NJDOT informally alerted Bellmawr that it was experiencing some difficulty in securing the ROW for the Creek Road Connector. In response, Bellmawr and its Redeveloper have now secured the voluntary acquisition of all of the required ROW, without the need to resort to condemnation. Camden County and the Bellmawr Redevelopment Agency have offered to assist NJDOT with the Creek Road Connector Project, including localizing construction if necessary. The Creek Road Connector was planned to become a Camden County Road upon completion.

# Original Comments (Full Content)

In conclusion, we must respectfully insist that the DVRPC, as a planning body, advocate for completion of construction of the Creek Road Connector by no later than 2025. We must likewise insist that the NJDOT accelerate its own construction plans or otherwise localize the project, provided funding and allow Camden County to build the Creek Road Connector. Such actions would represent sound planning, an efficient and appropriate use of public resources and a significant improvement in the quality of life for the citizens of Bellmawr.

I trust you will do the right thing and finally provide Bellmawr residents and business much-needed relief.

Sincerely,

C. J. Sauter, III

---

C. J. Sauter, III, Mayor  
Borough of Bellmawr

Submitted with permission by:

H. C. Long, Jr., Esquire  
Wade, Long, Wood & Long, L.L.C.  
1250 Chews Landing Road, Suite 1  
Laurel Springs, New Jersey 08021

CONFIDENTIALITY NOTICE: This e-mail, including attachments, may include confidential or privileged information belonging to the sender. If you are not the intended recipient, the reader is hereby notified that any disclosure, distribution or the taking of any action in reliance on the contents of this e-mailed information is strictly prohibited. If you have received this e-mail in error, please notify me by replying to this message and delete this e-mail immediately.

## MPMS:

AGENCY:General Public

Comment ID: 162

Comment By: J. Johnson

Submit Date: 8/15/2023

---

Hello

I have a few comments about the TIP in New Jersey. I have looked into the projects that are currently being done and projects that are listed as new and I am surprised that there hasn't been any public meetings or open houses discussed about the highway projects or how it would affect drivers commutes. I was thinking maybe there could be more information given to the public about these projects if they haven't already. I don't know much about New Jersey seeing that I live in Philadelphia but if there has been discussions already that is great. Thank you

J. Johnson

Sent from my iPhone



COMMENT SUBMISSIONS  
BY LETTER OR WITH  
SUPPORTING DOCUMENTS



**This page is intentionally left blank.**

DVRPC FY 2024 TIP for New Jersey (FY24-FY27)  
NJ Route 45 Bridge over Woodbury Creek, MP 26.21  
DB# 14348 – Str. No. 0810150  
July 31, 2023

## **Background**

This Route 45 Bridge over Woodbury Creek was built in 1892 and widened in 1958, when all or portions the deck and superstructure were likely replaced. The bridge has a length of 45 feet and a width of 66.5 feet, providing a curb to curb pavement width of 46' and two 10' wide sidewalks. The deck is reinforced concrete on stay-in place (SIP) steel forms, topped by an asphalt surface course. The superstructure consists of a simply supported single span with 13 steel girders (+2 sidewalk beams), five floor beams, and 12 stringers. There are multiple bridge-attached utilities in conduits and pipes in three or more of the girder bays and also overhead utilities on poles along the east sidewalk.

## **Structurally Deficient and Functionally Obsolete Bridge Condition**

The bridge is classified as Structurally Deficient and Functionally Obsolete. The last available bridge inspection report from September 2020 indicates the following:

- “The deck is in poor condition due to large bituminous asphalt patches and several areas of severely rusted SIP forms exhibiting holes where the SIP forms sit on the steel stringer, an indication of deck contamination [and likely indicating rebar corrosion and loss of deck strength].”
- “The superstructure is in poor condition due to all steel components exhibiting severe corrosion, delamination and section loss. The curb line, double line stringers exhibits 20% section loss with a few isolated areas of to 90% section loss. Several interior stringers have knife edges at the flange tips exhibiting section loss varying from 30% to 50%, the stringer was bent up when struck with a hammer. Floor beam 2 exhibits a 6-foot diameter corrosion hole in the web. Girder G11 and G13 are severely corroded. G13 is laterally bowed-out and has 50% to 75% section loss with knife edges on the top flange.” The girder bearings are inside of the abutments and not visible. Photos in the inspection report clearly depict the horrendous condition of the superstructure steel, including the bridge attached utility conduits and pipes.
- The steel supports for the sidewalk on the east side of the bridge are apparently failing, as the sidewalk is tilting towards the Creek sufficiently to warrant barricading and closing the sidewalk to all pedestrian traffic.
- “The condition of the substructure has been upgraded from poor to fair condition due to both the north and south abutment breastwalls, backwalls and wingwalls being repointed with gunite and all missing stones replaced with new stones.”
- The abutment, wingwall and retaining wall footings are buried and not visible for inspection. However, the earthen areas behind these structural walls show unstable differential settlement.

Three years have passed since the last available bridge inspection, and the deck and steel superstructure conditions have invariably continued to deteriorate.



DVRPC FY 2024 TIP for New Jersey (FY24-FY27)  
NJ Route 45 Bridge over Woodbury Creek, MP 26.21  
DB# 14348 – Str. No. 0810150  
July 31, 2023

**TIP Funding Priority**

The bridge is 130 years old, structurally deficient, and functionally obsolete, and the pedestrian sidewalk has already been restricted due to structural failure. Route 45 is a major state roadway accessing Gloucester County's seat of government that serves 300,000 people through its County facilities in Woodbury immediately south of the bridge. On the north side of the bridge there is the Inspira emergency medical facility that serves nearly 200,000 people. Route 45 is also a primary commuter route to Philadelphia and it provides a major access route to local communities and businesses in the western portion of the County (Westville to Harrison). If this bridge were closed to traffic (or otherwise weight restricted) due to additional structural failure, it would cause major regional access and transportation problems. This project should receive a high priority for funding, both because of the horrendous structural conditions, and the bridge's high level of importance to the City, County and surrounding communities.

**TIP Funding Schedule**

The City and the NJDOT have been working to replace the Route 45 Bridge over Woodbury Creek since 2014. Based on these discussions and given the Bridge's horrendous condition, the City fully expected construction phase activity to be underway by 2022. The City expedited the funding needed to replace its failing dam in order to allow NJDOT bridge construction. Although the NJDOT's schedule has apparently slipped, the current DVRPC/NJDOT Milestone schedule indicates the project will be ready for advertisement mid-2024.

The draft TIP, however, shows Construction funding of \$12.8 million available in 2028. The City believes this delay is not appropriate, given the condition of the bridge and its importance to the region. The design is expected to be complete May 2024 and we request TIP funding for construction scheduled to coincide with the design completion milestone dates. Lets get this done and avoid a major catastrophe.

John Leech, Administrator  
[jleech@woodbury.nj.us](mailto:jleech@woodbury.nj.us)  
856-845-1300x132

Bill Fleming, PE, PP, Council President  
[bfleming@woodbury.nj.us](mailto:bfleming@woodbury.nj.us)  
856-229-3005

City of Woodbury, NJ  
33 Delaware Street  
Woodbury, NJ 08096



**RESOLUTION OF THE BORDENTOWN HISTORICAL SOCIETY  
IN SUPPORT OF THE REHABILITATION OF THE  
FARNSWORTH AVENUE STONE ARCH BRIDGE AND TUNNEL  
CONSTRUCTED IN 1831**

**WHEREAS**, there exists in the City of Bordentown, County of Burlington, State of New Jersey, an historically significant stone arch carriage bridge and tunnel carrying Farnsworth Avenue also known as County Road 545 over the railroad now owned by Consolidated Rail Corporation (Conrail) that was constructed in 1831 as part of the Camden & Amboy Railroad; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) has identified the Farnsworth Avenue (CR 545) Bridge and Tunnel over Conrail as being “structurally deficient” because it has missing stones and water leakage, as well as cracked and bulging walls in certain places; and

**WHEREAS**, NJDOT has also deemed the historically significant stone arch bridge and tunnel “functionally obsolete” because the tunnel through which Conrail trains pass allegedly has inadequate vertical clearance; and

**WHEREAS**, NJDOT has proposed to demolish the historically significant stone arch bridge and tunnel and replace it with a prefabricated modern bridge as well as sidewalks and curbing for one hundred (100) feet to the north and south of the existing stone arch bridge; and

**WHEREAS**, Bordentown City residents and historians have rallied around the cause to preserve the historic stone arch bridge and tunnel, and hired a professional engineer to assess its structural integrity, maintaining that the bridge and tunnel should be rehabilitated, rather than demolished and replaced; and

**WHEREAS**, New Jersey State Historic Preservation Office (SHPO) has recognized that the Farnsworth Avenue bridge is the oldest carriage bridge still in use in America, and the first carriage bridge and tunnel constructed over railroad tracks made of Steven’s style, rolled iron, flat bottom inverted T-rails, and is the largest man-made structure built by the former Camden and Amboy Railroad; and

**WHEREAS**, Camden & Amboy Railroad is New Jersey's first permanent railroad and one of the first commercial railroads constructed in the United States; and

**WHEREAS**, historically significant trains and engines traveled under the Farnsworth Avenue stone arch bridge and through the tunnel including, most notably the John Bull locomotive, the world's oldest operable steam locomotive, which is now in the Smithsonian Institute in Washington, D.C.; and

**WHEREAS**, under NJDOT's proposal, a memorial to veterans located on Farnsworth Avenue would also be removed, stored and replaced with a new structure, according to members of the Bordentown City Veterans Memorial Committee; and

**WHEREAS**, the residents and historians who want to preserve the historic bridge have criticized the pre-fab aesthetic of the replacement bridge which is inappropriate to the 1831 construction era of the original bridge, in comparison to the building facades on Farnsworth Avenue; and

**WHEREAS**, the reason the railroad tracks pass under the bridge can be traced to an 1830 settlement of a lawsuit between Joseph Bonaparte and the Camden & Amboy Railroad when Robert Stevens, who was then president of the Railroad, planned to route the Railroad line over Blacks Creek, curving along the shoreline of Crosswicks Creek, up Thornton Creek valley on the west side of the Bonaparte Estate Pond to which Bonaparte objected, and then to former farmland located in an upland area south of Park Street; and

**WHEREAS**, historians noted that it would have been easier to excavate a notch on the hill slopes that flank Crosswicks Creek and Thornton Creek rather than digging the long, deep cut through the City of Bordentown thus separating the north and south sections of Farnsworth Avenue; and

**WHEREAS**, Joseph Bonaparte, a lawyer and ex King of Naples and Spain, sued the Camden & Amboy Railroad over its use of eminent domain to lay the railroad tracks as Stevens envisioned, on the grounds that the Camden & Amboy Railroad was a private entity and the tracks were being laid for private profit purposes, not public use, so the Railroad settled with Bonaparte to avoid a potential loss and instead dug a long, deep cut through the center of Bordentown City, and built the Farnsworth Avenue stone arch bridge and tunnel as well as the wood deck Second Street Bridge and wood deck Prince Street Bridge, and Bonaparte for his part allowed the Railroad to cross his property west of Thornton Creek and the farmland south of Park Street; and

**WHEREAS**, the 200<sup>th</sup> anniversary of the first operation of the Camden and Amboy Railroad in New Jersey is in 2031, and the entirety of the Camden & Amboy Railroad corridor is a historical site, and rail fans hope to make the Railroad part of a rail trail or steam ride as exists in other parts of the tri-state region; and

**WHEREAS**, two original keystones dated 1831 are still in place at the top of the stone arch; and

**WHEREAS**, the significance of the stone arch bridge associated with New Jersey's first railroad and the relevant early Americana context in which it came to be, will be lost if NJDOT's plan to demolish the bridge and install the pre-fab modern replacement bridge is not stopped; and

**WHEREAS**, from a structural and engineering perspective, rehabilitation of the stone arch bridge is technically feasible, according to observation and a report issued by Brian E. Nannis, P.E., M.ASCE, a structural engineer licensed in New Jersey, who examined the stone arch bridge on November 2, 2022, and found that

- Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self-draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Storm water would pass through and around the stone. Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/filled voids. This prevented storm water from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure.
- Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches.
- According to Mr. Nannis, this type of construction requires regular maintenance, stating, "The nearly two century old bridge has certainly fallen in need of rehabilitation. Prior repair efforts include: A – Stone replaced with mortared masonry; B – Skim coating of barrel interior surfaces; C – Infill / pointing existing stone gaps[]: and
- Mr. Nannis made repair recommendations including but not limited to: "Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Storm water runoff must be channeled away from the roadway above and the structure below[]" and "[s]torm water should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure[]"; and "[r]emoval of vegetation and deleterious material. Provide concrete apron slab keyed into and poured monolithically with the new foundation base. Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids. Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex. 1,3,5,7 followed by 2,4,6,8) does not undermine the structure[]"; and
- Mr. Nanis also observed that "The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including: thickness of the barrel using ground / surface penetrating radar, compression strength of a

stone sample, geotechnical study of the fill above the arch and at the base, live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition[ ]"; and

- Mr. Nannis pointed out the obvious risks associated with taking down the existing stone arch structure: "The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building's load path. Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile driving vibrations.[ ]";

**NOW THEREFORE BE IT RESOLVED** this 7<sup>th</sup> Day of August, 2023, by the Bordentown Historical Society, that it opposes the demolition and replacement of the 1831 Farnsworth Avenue Bridge because *inter alia* the rehabilitation of the 1831 stone arch bridge and tunnel, which is an integral part of Bordentown's and New Jersey's history, was not explored or not adequately explored by NJDOT in assessing alternatives to demolition and replacement of it, and because of the bridge's unique place in our history, and because of the risks of demolition to supported structures, the Bordentown Historical Society commits itself to stopping the process by which the demolition and replacement may occur, and resolves to make all efforts in administrative, legislative, legal and judicial forums to preserve and maintain the Farnsworth Avenue Bridge and Tunnel, and to stop the demolition of the existing structure.

Steven Lederman

DATE August 7, 2023

Dr. Steven M Lederman, Co-President,  
Bordentown Historical Society  
smlederman@mac.com

Bonnie Goldman

DATE August 7, 2023

Bonnie Goldman, Esq, Co-President  
Bordentown Historical Society  
bgoldman1@comcast.net

# McKENNA LAW

A PROFESSIONAL CORPORATION

MICHAEL J. MCKENNA\* • MICHAEL C. MCKENNA\*

\*NJ AND PA LICENSED ATTORNEY

August 18, 2023

**VIA: EMAIL [tip@dvrpc.org](mailto:tip@dvrpc.org)**

The Delaware Valley Regional Planning Commission

Re: Public Comment - Route 42 Southbound, Leaf Avenue Extension to Creek Road  
(CR 753)

Dear Commissioners:

I represent the Bellmawr Redevelopment Agency, an agency that, with other public and private stakeholders has put in enormous time in an important redevelopment plan for a 126 acre tract adjacent to the Connector Road in question. We were all significantly disappointed to hear that the 2024 draft STIP is now listed as being completed in 2030, wherein the prior 2022 STIP document approved by the DVRPC, the completion date was 2027.

The public benefits of the redevelopment project in question are many and substantial.

Initially, it should be noted that the NJ DOT first proposed the connector road as a traffic mitigation project with promises to be completed by 2021. The need for this mitigation is well chronicled over many years and has been repeatedly revisited at state, regional, county and local levels. The urgency of the traffic issues sought to be minimized are uniquely impactful of the Borough of Bellmawr and exacerbated by the significant state highway projects traversing the Borough of Bellmawr with little benefit to the Borough itself due to the lack of local access ramps.

The potential economic benefits of this highway project were a catalyst for a brownfields redevelopment project, and after completion of environmental remediation at three landfills along Creek Road and the Big Timber Creek, a new 38-acre waterfront project will, with the advance of the connector road, be erected along the Big Timber Creek as part of the redevelopment. Moreover, Bellmawr's redeveloper presently has plans pending before various approving authorities for very significant commercial development with the anticipated economic benefits in the form of jobs and tax revenues for both Bellmawr and Deptford.

The access to this new waterfront park as well as the redevelopment that is an engine for local economies is impossible without the Creek Road connector.

To demonstrate the importance of this project to local interests, and to mitigate the delays that DOT alerted Bellmawr to in 2022, Bellmawr and its redeveloper have secured voluntary acquisitions of all the required right of way without the need to resort to condemnation. Camden County has put its shoulder to the wheel, as has the Bellmawr Redevelopment Agency, which I represent.

In short, there are substantial traffic safety and economic issues that are implicated here, and any delay beyond 2027 will deleteriously affect the potential for these benefits to bear fruit. Anything that the DVRC can do to advance the restoration of the 2027 project completion date would be a significant public benefit and deeply appreciated by all.

Respectfully submitted,

*/s/ Michael J. McKenna*  
Michael J. McKenna

MJM/dmt



Mr. Neil Sander, PE  
Independence Engineering, LLC  
102 Farnsworth Ave  
Bordentown, NJ 08505

Dear Neil,

On Wednesday, November 2, 2022, general observations were made of the existing Farnsworth Avenue stone arch bridge. The keystone indicates the bridge was constructed circa 1831.

### SCOPE

This report is based on observations made of the bridge strictly from a structural viewpoint. Findings and recommendations are to offer insight when determining replacement versus rehabilitation of the bridge. Neither destructive nor non-destructive testing was performed at the time of the visit.

### BACKGROUND

Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self-draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Stormwater would pass through and around the stone.

Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/filled voids. This prevented stormwater from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure.



Bordentown Stone Arch Bridge (11/2022)



Roman Stone Arch in Caesarea Israel  
(Constructed circa 1<sup>st</sup> century)

Aside from the enormous historical implications and any bias toward the preservation of early Americana, serious consideration should be taken regarding rehabilitation vs. replacement of the bridge.

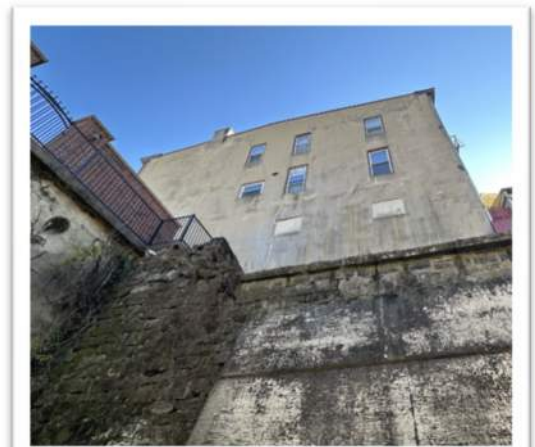
### REPAIR OVER REPLACE

The proximity of the adjacent existing three-story building (130 Farnsworth Ave.,) to the bottom of the “trench” clarifies the rehabilitation option as the prudent option over replacement of the bridge.

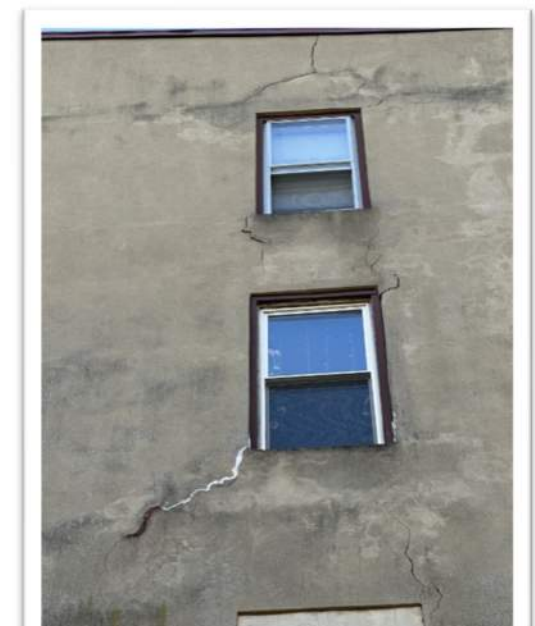
Both gravity and transient lateral loads from the adjacent structure are relieved through their foundations, finding equilibrium in the stable undisturbed soil below. The loads delivered are resisted by the soil in a “bulb” pressure distribution. The pressure is felt a horizontal distance from the initial foundation to soil interaction.

The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building’s load path.

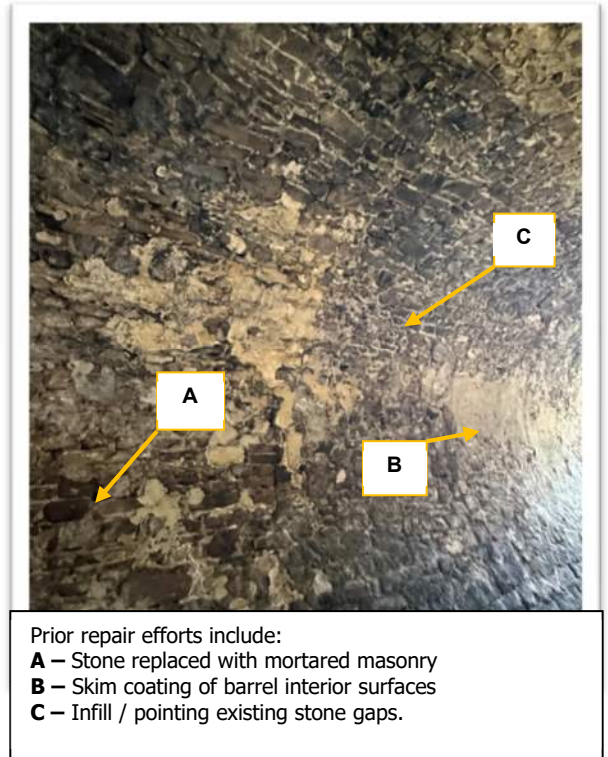
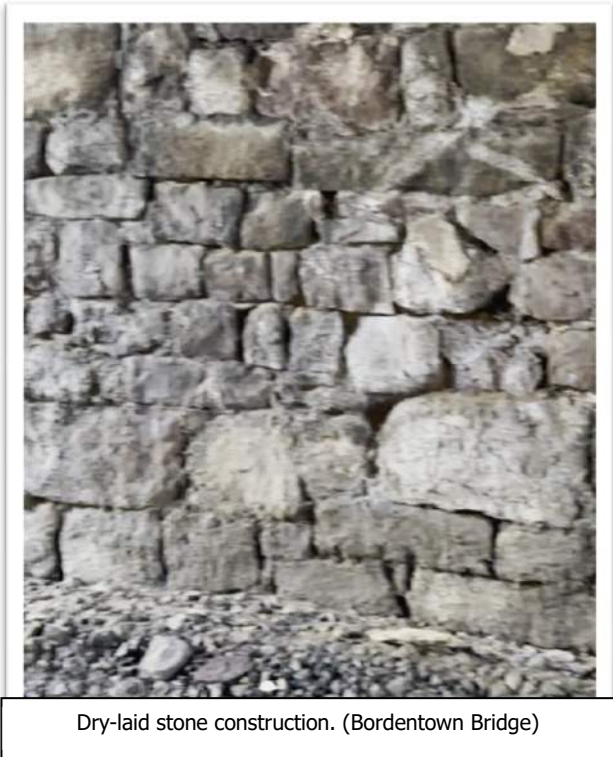
Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile driving vibrations.



Three story building adjacent to bridge.



Existing three story building adjacent to bridge showing vibration / settlement sensitivity.



Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches.

A return to the original historic design, in the purest sense, may prove to be cost prohibitive. However, I believe strengthening of the arch bridge while maintaining historic charm is achievable.

The structural state of the bridge appears like that of similar arch bridges throughout the country. From above, the existing war memorial, roadway and parapets appear unremarkable, nothing out of the ordinary. Case studies of similar bridges have shown successful rehabilitation. This type of construction requires regular maintenance. The nearly two century old bridge has certainly fallen in need of rehabilitation.



**REPAIR RECOMMENDATIONS**

Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Stormwater runoff must be channeled away from the roadway above and the structure below.

1.- Lack of drainage at the inside base of the barrel. The image below shows an existing drainage pipe at the entry. Stormwater should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure.

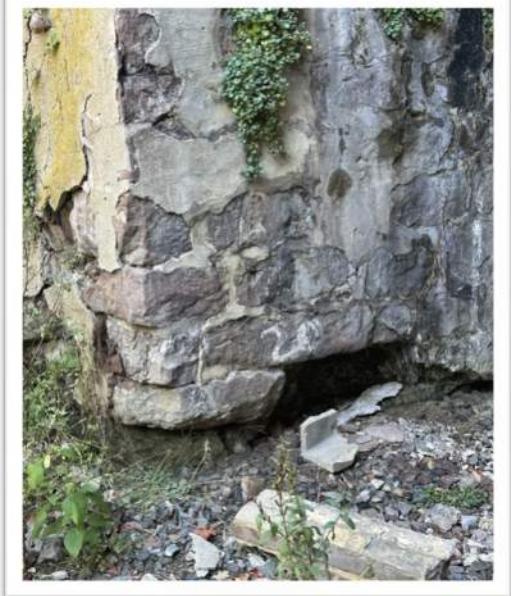


The two lower right image shows a section of the base that has been displaced. Restore drainage system that will channel water away from the arching force resistant elements at the base.

Recommended repair includes:

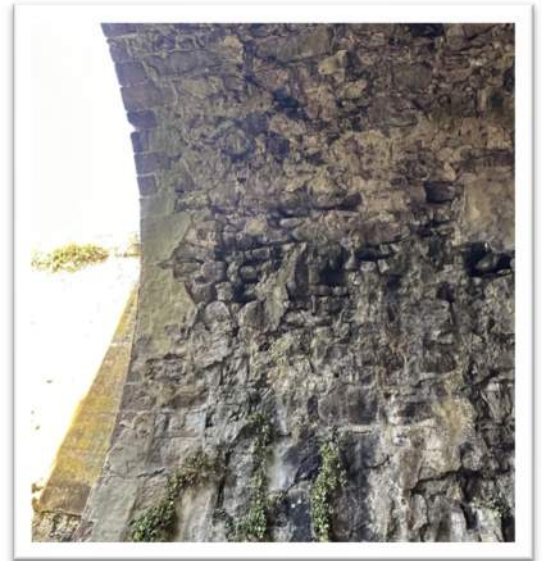
- Removal of vegetation and deleterious material.
- Provide concrete apron slab keyed into and poured monolithically with the new foundation base.
- Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids.

Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex.1,3,5,7 followed by 2,4,6,8) does not undermine the structure.



2.- Missing stones and voids shall be replaced with the same or similar local stones. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids and repoint.

Existing gunite or skim coatings shall be carefully hand chiseled removed and replaced with stone and grouted voids. Removal and replacement should be performed and completed in smaller areas before removing an adjacent section.



3.- Separation or cracking between the spandrel wall and the arch barrel is shown in the lower right image. The separation can be stabilized by drilling and grouting anchors transverse to the direction of the crack. Similar cracking that occurs between the spandrel walls should be pressure grout injected with ports.



The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including:

- thickness of the barrel using ground / surface penetrating radar,
- compression strength of a stone sample,
- geotechnical study of the fill above the arch and at the base,
- Live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition.



Annual routine inspections should be conducted, and areas of repair implemented.

Beyond the above strengthening approach and the resulting cost analysis, the potential of undermining / damaging adjacent existing structures is of primary concern when considering rehabilitation vs. demolish and replacement of the Bordentown Bridge

If you have any questions or would like to discuss, please give me a call.

Sincerely,

A handwritten signature in blue ink that reads "Brian E. Nannis". The signature is fluid and cursive.

Brian E. Nannis, P.E., M.ASCE

Structural Engineer





**CITY OF BORDENTOWN**

**RESOLUTION 2023-111**

**RESOLUTION IN SUPPORT OF THE NEW JERSEY DEPARTMENT OF  
TRANSPORTATION'S RESTORATION OF THE  
HISTORIC FARNSWORTH AVENUE BRIDGE**

**WHEREAS**, since 1831, the Farnsworth Avenue Stone Arch Bridge ("Farnsworth Avenue Bridge" or the "Bridge") has been a significant and prominent feature in the historic City of Bordentown (the "City"); and

**WHEREAS**, recognized as one of the oldest masonry arch bridges which span an iron railway in the United States, the Farnsworth Avenue Bridge also had the first steam-powered locomotive to traverse that railway, the John Bull, travel under its arch; and

**WHEREAS**, located in the center of the City's Historic District, the Farnsworth Avenue Bridge has always been an integral part of the City, and region's history and economy; and

**WHEREAS**, over the past few years, the future of the Farnsworth Avenue Bridge has been a topic of discussion and concern, as the New Jersey Department of Transportation ("NJDOT") weighs its options on whether the Bridge should be rehabilitated to save and revitalize the historic structure, or whether it should be demolished and reconstructed; and

**WHEREAS**, based on a Report issued in 2019, the NJDOT and its professional consultants have noted the Bridge is "structurally deficient," but with no imminent or short-term risk to health, safety, and welfare to the City community; and

**WHEREAS**, in response to that 2019 Report, local professionals wrote to the NJDOT in early 2020, seeking clarification, with no response; and

**WHEREAS**, one of those individuals, a professional engineer, noted that the American Society of Civil Engineers ("ASCE") has identified over 6,000 bridges throughout the United States as "structurally deficient," which remain in productive use; and

**WHEREAS**, the 2019 Report also erroneously concluded that replacement of the Farnsworth Avenue Bridge would have "minimal socioeconomic impact[]" on the Historic District of the City; and

**WHEREAS**, this conclusion could not be further from the truth, as demolition of the historic Farnsworth Avenue Bridge would impact the City's thriving Downtown area by severing Farnsworth Avenue, one of the few primary arteries into the business district; and



**WHEREAS**, any such demolition would negate the Bordentown Historical Society's continued efforts to have the Bridge placed on the State and National Registers of Historic Places, and the already-existing Veterans' Memorial, located atop of the Bridge, recently constructed through the tireless efforts of the Bordentown Veterans Memorial Committee, would also be inextricably damaged; and

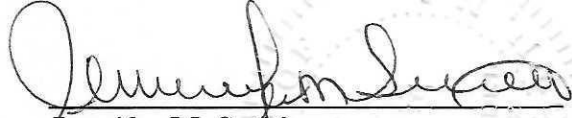
**WHEREAS**, it is the Commissioners' view that the Bridge should not be replaced, but rather rehabilitated with every effort made to leave minimal impact on the City in general and the Historic Business District in particular; and

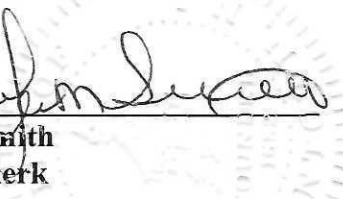
**WHEREAS**, in any case, it is clear that, at the very least, caution and further due diligence and investigation should precede any action regarding the Bridge.

**NOW, THEREFORE, BE IT RESOLVED** this 14<sup>th</sup> day of August 2023 by the Board of Commissioners, that for all the foregoing reasons, the Board of Commissioners hereby wholeheartedly support the preservation of the Farnsworth Avenue Bridge, and the protection of the City, and its Historic District and its businesses, and urge that the NJDOT investigate the Bridge, and the impact on the City, with caution, good faith, and due diligence, with the goal of preserving the Bridge.

\*\*\*\*\*

**I hereby certify that the foregoing Resolution was duly adopted by the Board of Commissioners of the City of Bordentown at a regular meeting conducted on the 14<sup>th</sup> day of August 2023.**

  
**Jennifer M. Smith**  
**Acting City Clerk**





August 17, 2023

Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106-1520

RE: Draft FY2024 TIP for New Jersey (FY24-27) Comments

The Bicycle Coalition of Greater Philadelphia respectfully submits its comments on the Draft 2024 Transportation Improvement Program for New Jersey (FY24-27). In addition to this letter we have also attached a spreadsheet providing a more detailed description of comments.

## General

## Comments

- The Bicycle Coalition opposes “New Roadway Capacity” projects that do not address major bicycle and pedestrian safety issues.
- The Glassboro-Elk Trail is a Circuit Trail that has been removed from the Draft TIP. This project has been on various TIPs since 2016 and should advance in terms of project development. We request more clarity from County regarding its current status and the expected timeline of the project.
- Program Circuit Trails Project onto the TIP with federal funds. We ask the Board to program the following 4 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program:

1 -The Camden County LINK Trail

2 - The Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge

over I-295

3 - The Burlington-Camden Trail (currently known as the Merchantville Trail) from Camden to Maple Shade.

4 - Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

Sarah Clark Stuart sarah@bicyclecoalition.org



- We request that NJDOT and County Project managers retire the term “Bicycle Compatible Shoulders” in project descriptions. This term was created in the 1997 NJ Bicycle Plan. There is a general consensus that roads with a speed limit that is greater than 39 miles per hour are classified as having a high level of traffic stress (LTS4) regardless of the presence of striped road shoulders. We recommend that project managers select bicycle facilities that are recommended in the NJDOT Complete Streets Design Guide.
- Increase bicycle and pedestrian funding Levels. The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the Final NJ TIP should reflect spending roughly at a level of \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. We ask the Board to commit an additional \$69 million to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.
- Finally we oppose the widening of the New Jersey Turnpike and the Atlantic City Expressway. While we fully understand that these expressways are toll supported and not subjected to the constraints of the TIP, the \$3.6 billion dollars allocated is above and beyond the 4% of funds allocated for highway expansion in DVRPC’s Long Range Plan. It is irresponsible for these two State Authorities to fund these transportation projects that are in conflict with the DVRPC Region’s transportation, environmental and climate goals.

#### Comments on TIP Line Items by DB#

- 12305 Route 47 Grove St to Route 130 - This project is a great opportunity to include repurposing the shoulder to create high quality bike lanes on Route 47 where available. At a minimum the bike lanes should be buffered along with bicycle tolerant rumble strips in the buffer.
- 13319 Route 73 Dutch Rd to Route 70 - While we support completing the sidewalk network, we oppose the widening of Route 73. This road should be designed to be safe for pedestrians of all ages and abilities. The crossing distance at Marlton Parkway intersection is a formidable 130 feet, taking an ambulatory elderly pedestrian nearly a minute to cross without a pedestrian refuge island. We also believe that this

Sarah Clark Stuart sarah@bicyclecoalition.org



project is mislabeled as a safety project and should be categorized as Roadway New Capacity and added to DVRPC's budget for limiting roadway capacity in the Long Range Plan.

- 22336 Route 130 Union Landing Rd to Wharf St - This concept development project should embrace NJ Complete and Green Streets policy. There are no bicycle facilities on Route 130 and therefore we propose a 10 foot wide shared use path on one side and a continuous sidewalk on the other side. It should also include pedestrian refuge islands and high quality bus shelters. A road safety audit conducted in Delran Township in early 2023 (by Cross County Connection TMA) noted gaps in the sidewalks including segments where pedestrians are forced to walk in the road. Finally, Burlington County is also proposing a pedestrian overpass to carry the Rancocas Creek Greenway over Route 130 in the vicinity of Wharf St and a widening of the sidewalk on the bridge over the Rancocas Creek.
- 20337 Route Route 130, CR 543 (Beverly Rd) to Lagorce Blvd - This concept development project should embrace NJ Complete and Green Streets policy. Two schools and numerous businesses are located along this corridor. Smart signals timed for drivers to adhere to the 25 mile per hour limit between Wood St and Jacksonville Rd. A road diet from 3 lanes to two lanes would allow for the addition of 10 foot wide shared use paths or cycletracks along both directions of Route 130. The project should also incorporate recommendations from the Burlington City Downtown Circulation Plan.
- 99409 Recreational Trails Program - There has not been a Recreational Trails Program competitive round since 2019. What has happened to the funds for the previous year and when will competitive funding rounds resume?
- D023 and 99632 - There is a conflict in the descriptions of these two projects. #99362 - "Chestnut Avenue Bridge will be removed/demolished." Meanwhile #2023 states - "...improve mobility for bicyclists and pedestrians. The project will realign US-1 on-ramps and close the Chestnut Avenue Bridge to vehicular traffic." We read #2203 description as converting the Chestnut Avenue bridge to a bike/pedestrian facility.
- D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) Safety Improvements and Mobility Improvements for Cyclists and Pedestrians - We support these safety improvements.
- D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road - Extend the shared use path currently ending at Country Club Rd over to the new proposed bridge. This will help to connect the Rancocas Creek Greenway Trail to Burlington County.
- D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement - We support the roundabout concept, the sidepath that wraps around New Albany, Tom Brown and Riverton Roads should be extended north on Tom Brown and east on Riverton Rd along with MUTCD compliant road crossings.
- D2305 Carbon Reduction Program - With just 3 million dollars a year being allocated in the NJ subregion, we believe that using Carbon Reduction Funds for Circuit Trails offers a greater return on investment than supplementing larger transit projects or AV pilot programs.. Please allocate a portion of these funds to accelerate the development of the Circuit Trails that help prioritize the state's non-motorized

Sarah Clark Stuart sarah@bicyclecoalition.org



transportation options. Additionally, we request more information on the plan for the funds that must be spent in 2023.

- D2207 Rancocas Creek Greenway, Laurel Run Park - Support. This is the only Circuit Trails project currently on the TIP. We believe that more projects will need to be added to assure that they advance. Also, please acknowledge that the park has been renamed as Rainbow Meadow Park.
- D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave - Support the improvements as described: The corridor lacks crosswalks at many intersections and there may be an opportunity for bike lanes where there is sufficient width.
- D2215 Gateway to Downtown Collingswood - Support. This is an exemplary project for NJ Complete and Green Streets Policy.
- D2216 - Porchtown Rd (CR 613) Bridge over Still Run at Iona Lake - Support but need more information in the description
- 12380 - Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections - We support the addition of the pedestrian bridge. However, there is no indication as to whether a sidewalk will be added to the east side of Route 73.
- D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (Winslow Township, Camden County) - Support.

Thank you for your attention to this matter, we look forward to hearing the responses to our comments.

Sincerely,

A handwritten signature in blue ink that reads "Sarah C. Stuart".

Sarah Clark Stuart

Executive Director

Sarah Clark Stuart sarah@bicyclecoalition.org

# **Cat-A-Pass™ will reduce VOCs, NOx and Ozone in DVRPC region**

## **Improve Environmental Justice and Health Equity in Disadvantaged Communities**

**Compliance and Research Services**

**Plainfield, NJ 07063**

# VOCs, NOx and Ozone in the DVRPC Region

- ▶ **The entire DVRPC region has not attained the required federal ozone levels.**
- ▶ The Ozone Transport Commission (OTC) is a multi-state organization created under the Clean Air Act. They are responsible for advising EPA on transport issues and for developing and implementing regional solutions to the ground-level ozone problem in the Northeast and Mid-Atlantic regions.
- ▶ In Sept. 2022, the OTC Modeling team presented findings that if the ambient NOx could be reduced by about 30%, most of the Mid-Atlantic region would finally achieve the federal ozone targets. Installing Cat-A-Pass™ on commuter vehicles would reduce NOx along the corridor, and help reduce ozone.
- ▶ In June 2023, **the OTC called** for stronger federal measures to **reduce ozone-forming air pollution, namely, VOC and NOx**. They noted that more needs to be done to reduce VOCs and NOx from mobile sources, and they stressed the need for **durable aftermarket catalysts**.



# Why Retrofit for Light- Duty vehicles?

- ▶ In early 2023, the EPA told New Jersey and 22 other states that they need to do more to reduce NOx and ozone pollution that crosses their borders into other states. The NJ Dept. of Environmental Protection has said that 79% of NOx emissions are from vehicles, and we should not expect more NOx reductions from other sources. Light-duty vehicles account for 44% of all NOx from vehicles; long-haul trucks account for 24%.
- ▶ A study published in 2021 by the Harvard School of Public Health found that in 2017, light-duty vehicles, which are almost entirely powered by gasoline, accounted for over 50% of NOx emissions and over 75% of VOC emissions from all mobile sources. The study stated that to reduce the health impacts of transportation, light duty vehicles are an attractive target because they cause the majority of the public health burden.
- ▶ According to the US Dept. of Energy, in 2022, 95% of light-duty cars and trucks are gasoline powered.

# What is Cat-A-Pass™?

- ▶ **Cat-A-Pass™ is a supplemental catalytic converter which reduces emissions of CO, VOC & NOx by 75% in highway driving.**
- ▶ Cat-A-Pass™ is designed for gasoline vehicles; it does not replace original catalytic converters. It is installed behind the original converters and further reduces the engines pollutants. It does not interfere with the original catalyst and does not cause any “Check Engine” lights.
- ▶ Cat-A-Pass™ is effective and durable. It has been aged to simulate 50,000 miles of use. Testing shows it reduces VOC, CO, and NOx by up to 75% when first installed, and it reduces NOx emission by 70% after 70,000 miles of use. **Reducing these pollutants reduces the formation of both ozone and secondary PM2.5, which are small particulate matter. Both ozone and particulates are very harmful to the lungs.**
- ▶ The EPA has reviewed and accepted our performance testing data which shows that for at least 70,000 miles, Cat-A-Pass™ achieves average reductions of 45% each of CO and VOC and 73% of NOx.

# Cat-A-Pass™ Cost Effectiveness

- ▶ We estimate an installed price of \$1500 per catalyst. We have demonstrated 73% NOx removal after 70,000 miles. We estimate 67% NOx removal, and 40% CO and VOC removal, at 100K miles.
- ▶ We target vehicles between 5 and 10 yrs. of age, and use the US DOT average emissions for 2017. That gives **Cat-A-Pass™ an estimated cost of \$7,000/ton of pollutant removed**, and it will still have activity after 100K miles.
- ▶ The EPA currently funds several retro-fit programs for diesel trucks (DERA) and school bus retrofits or replacement with and EV bus.

Program	\$/ton pollutants
Cat-A-Pass at 100K Miles	7,000
EV School Bus replacement at 180K miles	146,000
EV School Bus retrofit at 180K miles	57,000
DERA Truck retrofit at full useful life	18,000

# Modeling Cat-A-Pass™ Pollution Reduction

- Our internal modeling using the EPA's MOVES program for emissions in Essex County, NJ, showed that applying Cat-A-Pass™ to model year 2012 thru 2019 cars reduced the NOx inventory from mobile sources by 30%.
- We are now working with consultants to perform more detailed modeling to estimate the impact of Cat-A-Pass™ on ambient concentrations of VOC, NOx, ozone and PM 2.5.

# Potential programs to implement Cat-A-Pass™ in DVRPC Region

- ▶ The DVRPC region not in compliance with the EPA ozone regulations.
- ▶ Cat-A-Pass™ is easy to implement in Environmental Justice initiatives.
- ▶ DVRPC receives EPA and USDOT funds to implement programs to reduce ozone.
- ▶ Potential implementation programs could include:
  - ▶ implementing in DVRPC's largest cities to rapidly improve air quality and health equity. These programs should qualify for funding from the US DOT CMAQ and RAISE programs, the Transportation Set-Aside program and the NJ and PA SIP funds.
  - ▶ Include in NJ and PA SIP programs to bring non-attainment areas into compliance.
  - ▶ Attract high-mileage drivers with electronic toll discounts.

# Next Steps

**Reach out to Compliance and Research Services  
for more information on Cat-A-Pass™**

**Matt Larkin – 609-240-9348**

**[matt.larkin@complianceandresearch.com](mailto:matt.larkin@complianceandresearch.com)**

**Mark Timko – 908-419-5094**

**[mark@complianceandresearch.com](mailto:mark@complianceandresearch.com)**



PUBLIC COMMENTS RECEIVED  
AFTER THE JULY 17, 2023 (5:00  
PM LOCAL TIME) TO AUGUST 18,  
2023 (5:00 PM LOCAL TIME)  
PUBLIC COMMENT PERIOD





**This page is intentionally left blank.**



DVRPC TIP Capital Programs <tip@dvrpc.org>

---

## Bordentown

---

**J. Ratigan** To: TIP@dvrpc.org

Sun, Aug 20, 2023 at 4:23 PM

Please don't destroy the history of the railroad bridge in Bordentown. My ancestors built the bridges there and I'd love for them to be saved!

J. Ratigan

Sent from my iPhone



---

## Draft FY2024 TIP for New Jersey (FY24-27) Comments

---

WWBPA To: TIP@dvrpc.org

Fri, Aug 18, 2023 at 5:07 PM

Dear Delaware Valley Regional Planning Commissioners:

The West Windsor Bicycle and Pedestrian Alliance is an all-volunteer nonprofit organization dedicated to making West Windsor and our neighboring communities more bicycle and pedestrian friendly. We appreciate the opportunity to comment on the draft 2024-2027 Transportation Improvement Project (TIP). Please see the attached letter.

Thank you.  
A.Clifton  
President

West Windsor Bicycle and Pedestrian Alliance  
Follow our progress on [www.wwbpa.org](http://www.wwbpa.org) and like us on Facebook  
West Windsor is New Jersey's first bicycle-friendly community!



**TIP Comments to DVRPC-v3.pdf**

469K



P.O. Box 613  
West Windsor, NJ 08550  
wwbikeped@gmail.com  
www.wwbpa.org

TRUSTEES  
Anne Clifton  
President  
Dave Kimmel  
Vice President  
Henry Murphy  
Treasurer  
Silvia Ascarelli  
Secretary  
Brian Clissold  
Jerry Foster  
Steve Hagen  
Daryl McMillan  
Sandy Shapiro

August 18, 2023

Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520

RE: Draft FY2024 TIP for New Jersey (FY24-27) Comments

Dear Commissioners:

The West Windsor Bicycle and Pedestrian Alliance is an all-volunteer nonprofit organization dedicated to making West Windsor and our neighboring communities more bicycle and pedestrian friendly. We appreciate the opportunity to comment on the draft 2024-2027 Transportation Improvement Project (TIP).

On 15317 in the TIP (Rt. 64 bridge over Amtrak)

Please accommodate bicyclists and pedestrians with protected bike lanes and sidewalks on both sides of the bridge.

On 17419 in the TIP (Rt. 1 widening from Alexander Road to Mapleton Road)

Rather than focus on widening Route 1, we request that DVRPC financially support and include the following as an additional transportation improvement project in the upcoming TIP: a bicycle and pedestrian path along the 2.7-mile Dinky line route between the Princeton Junction and Princeton train stations. Not only will it help many reach the Trolley Line Trail and Mercer County Park in West Windsor, but it will connect to hundreds of miles of other trails. Besides the D&R Canal State Park and towpath, there'll be access to the Circuit Trails network throughout the Greater Philadelphia region, which should approach 500 miles in 2025, and to the 3,000-mile East Coast Greenway that stretches from Maine to Florida. Importantly, it would also create a safe way to cross Route 1 for people who bike and walk, and it would establish a safe, off-road link for people to travel on between West Windsor and Princeton.

WWBPA believes this new east-west pathway will be transformative for West Windsor and surrounding towns. It will create a new and safe way for all residents to access the D&R Canal; establish an alternative connection to the hearts of West Windsor and Princeton for the tens of thousands of residents who live on both sides of Route 1 (including, in particular, the several thousand West Windsor residents who live on the north side of Route 1 along Canal Pointe Boulevard and in the Glen Acres neighborhood); and better link the office buildings along Alexander Road with the Princeton Junction train station. It will also encourage others to patronize West Windsor businesses and use the Township's ever-expanding network of bicycle and pedestrian infrastructure.

Adding a bicycle and pedestrian path along the Dinky line route would tremendously improve the safety of our transportation infrastructure for residents who bike and walk. These are our most vulnerable road users (which also includes low-income workers without access to motorized transit), and our transportation dollars and plans should address their needs as well as the needs of motorists. Please include the Dinky line path project as an additional project with financial support in the upcoming TIP.

Thank you for your consideration.

Respectfully submitted,  
Anne Clifton  
President



---

## Increase Funding for Circuit Trails & Bike/Ped Projects for the 2024-2027 NJ TIP

---

I. azar

Sun, Aug 20, 2023 at 1:06 PM

Reply-To: I. azar

To: Office of Communications and Engagement <TIP@dvrpc.org>

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements:

DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

I. azar



---

## Increase Funding for Circuit Trails & Bike/Ped Projects for the 2024-2027 NJ TIP

---

**E.Scheckenbach**

Tue, Aug 22, 2023 at 1:47 PM

Reply-To: E. Scheckenbach To: Office of Communications and Engagement <TIP@dvrpc.org>

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements:

DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Scheckenbach





---

## Increase Funding for Circuit Trails & Bike/Ped Projects for the 2024-2027 NJ TIP

---

**C. Bagli**

Sat, Aug 19, 2023 at 4:08 PM

Reply-To: C. Bagli

To: Office of Communications and Engagement <TIP@dvrpc.org>

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements:

DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

C. Bagli

**This page is intentionally left blank.**



AGENCY RESPONSES TO PUBLIC  
COMMENTS ON THE DRAFT  
DVRPC FY2023 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) FOR  
NEW JERSEY



**This page is intentionally left blank.**

# AGENCY RESPONSES TO COMMENTS

**MPMS ID: 29337**

**Response By: DVRPC**

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

**MPMS ID: NA**

**Response By: DVRPC**

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

As part of the Air Quality conformity process, DVRPC is federally required to list all air quality significant projects in the TIP and Long-Range Plan documents, even when they are externally-funded. Externally funded projects do not go through the same evaluation and selection process as regionally-funded projects because they do not use federal or state transportation formula funds. The self-imposed 4 percent cap on new roadway capacity funding applies to total anticipated roadway revenue for the region. That is, the state and federal dollars DVRPC administers and allocates to projects in collaboration with its state and county planning partners. This cap is able to be maintained with the changes to regionally funded projects made in Amendment 2 to the Connections 2050 Long-Range Plan. Additional information on Amendment 2 can be found at <https://www.dvrpc.org/plan/2050draftamendment2/>. We have shared your comment with the New Jersey Turnpike Authority and the South Jersey Transportation Authority which are the sponsors of the expansion projects in question.

Thank you for your comment. We have shared it with the sponsors of the expansion projects in question, New Jersey Turnpike Authority and the South Jersey Transportation Authority. As these projects are externally funded, meaning they do not involve the state and federal dollars DVRPC administers and allocates to projects in collaboration with its state and county partners, they are not subject to our region's Long-Range Plan cap on new roadway capacity. DVRPC is required to list all air significant projects in the TIP and Long Range Plan documents as part of the Air Quality Conformity Process, even though they are externally funded and therefore did not have to go through the same evaluation and selection process as regionally-funded projects.

Note: The cap on roadway expansion is able to be maintained with the changes to regionally funded projects made in Amendment 2 to the Connections 2050 Long-Range Plan. Additional information on Amendment 2 can be found at <https://www.dvrpc.org/plan/2050draftamendment2/>.

**Response By: DVRPC**

# AGENCY RESPONSES TO COMMENTS

**Related to Comment IDs: 224**

Thank you for your comment and the Bicycle Coalition's continued advocacy for the Circuit Trails. The Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro in Burlington County will be added to the TIP as a new project as part of the List of Recommended Changes at adoption. Camden County recently received a RAISE grant for portions of the Camden County LINK Trail, which will also be added to the TIP as part of the List of Recommended Changes at adoption. Additional segments are already listed as a result of previous awards and DVRPC will continue to work with Camden County to advance remaining segments of the trail.

DVRPC continues to work with State, county, and municipal partners to further the other Circuit Trail projects and get them ready to be added to the TIP. This involves support for feasibility and design work; identifying funding to fill gaps; and helping to address technical issues and other considerations. The Glassboro-Elk Trail in Gloucester County was expected to authorize funding and begin construction in FY24 but encountered delays and is anticipated to be added back into the TIP at the appropriate time. The Johnson Trolley Trail from Trenton to Ewing and Lawrence in Mercer County is currently the subject of a DVRPC TCDI-funded master plan. DVRPC is working with Mercer County and local partners to advance various segments of this trail. In order for the bridge over I-295 to advance, a party responsible for ongoing maintenance must be identified. Several segments of the Merchantville Trail in Camden and Burlington counties are in design or funded for construction. Remaining segments are undergoing study to determine viable alignments and needed trail infrastructure. DVRPC will continue to assist project sponsors in the continuation of their work.

**Response By: DVRPC**

**Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304**

Thank you for your comment. Funding in the Long Range Plan (Plan) is not meant to be consistent on a year-by-year basis, but rather, the Plan outlines allocation based on long-term goals. This differs from the TIP, which must program projects based on project readiness. As a result, the TIP may spend more or less than the Plan allocation on a year-to-year basis depending on changes in the project pipeline. It is important to note that the "Bicycle/Pedestrian Improvements" category in the Plan includes investments in both on-road and off-road (e.g. Circuit Trail) facilities, meaning investment in Active Transportation is occurring as part of on-road projects. It is also important to recognize that bicycle and pedestrian improvements include other TIP funded bicycle/pedestrian projects, including intersection improvements, safety projects, and upgrades to meet Americans with Disabilities Act (ADA) requirements. The Rancocas Creek Greenway and Camden County LINK trail will be recommended for funding as part of the List of Recommended Changes. This amount is \$48.873M of additional funding for Bicycle/Pedestrian Improvements.

**Response By: DVRPC**

**Related to Comment IDs: 161**

Thank you for your response. The federal and state governments recognize the need for more electric vehicle service equipment (EVSE) to promote the use of electric vehicles (EVs) and to serve the increasing number of EVs on the road. There are ongoing state and federal funding programs to support a more robust EVSE network. These funding programs require that the chargers are publicly accessible and open to all users. The timeframe to install chargers varies considerably on a project basis depending on the site. Factors that drive the timeline include site preparation, availability of power, obtaining the permits and approvals, and equipment availability. Generally this process can take over a year or more from the time of a funding award until the station is open to the public.

**Response By: DVRPC**

**Related to Comment IDs: 224**

Thank you for your comment. We have shared it with the sponsors of the expansion projects in question, New Jersey Turnpike Authority and the South Jersey Transportation Authority. As these projects are externally funded, meaning they

# AGENCY RESPONSES TO COMMENTS

do not involve the state and federal dollars DVRPC administers and allocates to projects in collaboration with its state and county partners, they are not subject to our region's Long-Range Plan cap on new roadway capacity. DVRPC is required to list all air quality significant projects in the TIP and Long Range Plan documents as part of the Air Quality Conformity pProcess, even though they are externally funded and therefore did not have to go through the same evaluation and selection process as regionally-funded projects.

Note: The cap on roadway expansion is able to be maintained with the changes to regionally funded projects made in Amendment 2 to the Connections 2050 Long-Range Plan. Additional information on Amendment 2 can be found at <https://www.dvrpc.org/plan/2050draftamendment2/>

**Response By: DVRPC**

**Related to Comment IDs: 162**

Thank you for your comment. Each project has its own development timeline, and public meetings occur based on each individual project's timeline. Depending on the impact and complexity of the project there may be several public meetings that are held to discuss the project. Those meetings are held during the pre-construction phases of the project and are required as part of the NEPA process. Each NJDOT project will have a Public Involvement Action Plan that is executed during the Concept Development phase. In addition, notices for public meetings are posted to the NJDOT website and can be found at Public Meetings, Community Programs ([state.nj.us](http://state.nj.us)). For projects that are already in construction, a public meeting would have already taken place. The public notices are more locally focused than regionally focused and someone from the City of Philadelphia, for example, may not be aware of public meetings in the City of Trenton.

**Response By: DVRPC**

**Related to Comment IDs: 224**

Connections 2050 allocated 5% of reasonably expected New Jersey roadway funding through the year 2050 to Bicycle and Pedestrian improvements. The Plan outlines allocation based on long-term goals and project readiness. This differs from the TIP, which must program projects based on project readiness. As a result, the TIP may spend more or less than the Plan allocation on a year-to-year basis depending on changes in the project pipeline. It is important to note that the "Bicycle/Pedestrian Improvements" category in the Plan includes investments in both on-road and off-road (e.g. Circuit Trail) facilities, meaning investment in Active Transportation is occurring as part of on-road projects. It is also important to recognize that bicycle and pedestrian improvements include other TIP funded bicycle/pedestrian projects, including intersection improvements, safety projects, and upgrades to meet Americans with Disabilities Act (ADA) requirements. One example of such an investment is Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216). This is a locally-sponsored, bridge improvement project with a primary category of Roadway Preservation, but the project brings needed pedestrian facilities to the bridge. Separately, the Local Safety/High Risk Rural Roads Program (#04314) has over \$22 million HSIP funds, with special attention to projects that ensure safety for nonmotorists or vulnerable road users. DVRPC is working on ways to track Bicycle and Pedestrian investments in the TIP more accurately going forward in order to have a better sense of the region's investments in these and other improvements.

**Response By: DVRPC**

**Related to Comment IDs: 207**

Thank you for your comment.

**Response By: NJ TRANSIT**

**Related to Comment IDs: 1**

Though all NJ TRANSIT commuter rail and light rail stations in the DVRPC region are currently accessible, NJ TRANSIT's Capital Plan includes proposed major improvements and repairs to stations throughout its network. NJ TRANSIT intends to expand accessibility to the rail network for all customers.

**Response By: Burlington County**

**Related to Comment IDs: 224**

Burlington County is seeking funding outside of the TIP for project Local Concept Development (LCD) in preparation for future inclusion in the NJ TIP.

## Burlington

MPMS ID: 12307 Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvem



# AGENCY RESPONSES TO COMMENTS

**Response By:** NJDOT

**Related to Comment IDs:** 174

Thank you for your comment.

**MPMS ID: 12346 Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd**

**Response By:** NJDOT

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

**MPMS ID: 12346A Route 130, CR 545 (Farnsworth Avenue)**

**Response By:** NJDOT

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

**MPMS ID: 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections**

**Response By:** NJDOT

**Related to Comment IDs:** 224

Thank you for your comment. Sidewalk will be added on Route 73 within the project limits. The project will be designed in compliance with the NJDOT Complete Streets policy.

**MPMS ID: 13319 Rt 73, Dutch Road to Rt 70**

**Response By:** NJDOT

**Related to Comment IDs:** 224

Thank you for your comments. The initial problem statement was to address operational, safety, capacity and delay problems with the intersection of Route 73 and Evesham Road (CR544). Upon investigation of this intersection, it was determined that congestion within the corridor was not strictly limited to the CR 544 intersection, but also the Brick Road intersection. Any concepts to address congestion only at CR544 would have limited effect due to operational issues at Brick Road. During the alternatives analysis NJDOT investigated no build, upgrading Brick Road and CR544 intersection approaches, widening Route 73 and a corridor widening approach. Initial evaluation of concepts determined that improvements at only the intersections of CR 544 (Evesham Road) and Brick Road, while addressing the needs, would

# AGENCY RESPONSES TO COMMENTS

result in congestion and possible safety issues at other locations. The result was a focus on system wide improvements based on traffic analysis results indicating that non system-wide solutions would simply shift the problem to other intersections. The proposed improvements include enhancements to the existing pedestrian amenities by adding sidewalks to complete gaps in the existing network and providing ADA compliant ramps and push buttons. Consideration for the length of crossing will be considered as the design is developed. Multiple local officials meetings were held with representatives of Evesham Township, Burlington County and DVRPC during concept development and will continue as the project proceeds through design to construction.

## MPMS ID: 15353 Route 38 and Lenola Road (CR 608)

**Response By:** NJDOT

**Related to Comment IDs:** 176

Thank you for your comment. This project has been removed from the FY2024-2033 STIP. Removal was approved by the NJDOT Capital Program Committee on July 26,2023. Operational deficiencies and overall safety improvements will be addressed through the Adaptive Traffic Signal System (ATS) project; Route 38, Route 73 to Union Mill Road (ATS C#2, UPC 216040).

## MPMS ID: 17411 CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)

**Response By:** NJDOT

**Related to Comment IDs:** 171, 172, 206, 223

Thank you for your comment. The project is still in the Concept Development phase. It has yet to be determined if the bridge will be rehabilitated or replaced. When the project enters Preliminary Engineering, public outreach will begin.

**Response By:** NJDOT

**Related to Comment IDs:** 4, 126, 127, 170, 178, 179

Thank you for your comment. The project is still in the Concept Development phase. It has yet to be determined if the bridge will be rehabilitated or replaced. When the project enters Preliminary Engineering, public outreach will begin.

**Response By:** NJDOT

**Related to Comment IDs:** 115, 116

Thank you for your comment. The project is still in the Concept Development phase. It has yet to be determined if the bridge will be rehabilitated or replaced. When the project enters Preliminary Engineering, public outreach will begin.

## MPMS ID: 18383 Route 73, Granite Avenue to Route 41

**Response By:** DVRPC

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

**Response By:** NJDOT

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107,

# AGENCY RESPONSES TO COMMENTS

108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

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

Response By: NJDOT

Related to Comment IDs: 224

Thank you for your comment. This project is in the Study and Development Program. All NJDOT projects are reviewed for compliance with the NJ Complete Streets Policy.

## MPMS ID: 21311 Route 295 and Route 38 Interchange Operational Improvements

Response By: NJDOT

Related to Comment IDs: 175

Thank you for your comment. The project area for this project is not limited to the interchange of I-295 and Route 38. The project area includes Midlantic Drive, Marter Avenue, the interchange and east towards Briggs Road. NJDOT is aware of the use of Marter Avenue to accomplish the missing moves at the interchange and is investigating options that will improve safety at this intersection and address the congestion.

## MPMS ID: 22336 Route 130, Union Landing Road to Wharf Street

Response By: NJDOT

Related to Comment IDs: 224

Thank you for your comment. This project is in the Study and Development Program. All NJDOT projects are reviewed for compliance with the NJ Complete Streets Policy.

## MPMS ID: D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road

Response By: Burlington County

Related to Comment IDs: 224

The bridge is under the jurisdiction of Burlington County, but the roadway is under the jurisdiction of the respective townships (Mount Laurel and Moorestown). With that being said, the preliminary preferred alternative currently proposes a 10 ft shared use path on the east side of the road for the extent of the proposed project limits. The proposed 10 ft shared use path will connect to the existing sidewalk north of the Laurel Creek Corporate Center driveway and will terminate 600 feet south of the bridge. The proposed 10 ft shared use path will be used as a possible connector for future trail spur from the Rancocas Creek Greenway regional trail spine that runs behind the Rancocas Pointe subdivision to the Burlington County Agricultural Center (500 Centerton Road).

The existing sidewalk on the west side of the road, that currently terminates at Country Club Rd, is well outside the current proposed project limits. The 10 ft shared use path being on the east side minimizes the disturbance to existing aerial and underground utilities. It also minimizes the permanent easement acquisitions and disturbance to the existing golf course and Laurel Creek Country Club properties. The selected preliminary preferred alternative provides bicycle compatible shoulders on both sides of the roadway along with an off-road bicycle route.

Response By: Burlington County

Related to Comment IDs: 168, 169

During Preliminary Engineering, the design consultant will evaluate proposed detour routes. The work will include collecting data and performing analyses (traffic counts/turning movements) to determine the need for any modifications to existing signal timing along the proposed detour(s) route to minimize traffic and delays.

# AGENCY RESPONSES TO COMMENTS

Per the most recent bridge inspection report, performed by a qualified consultant hired by the NJDOT on behalf of the County, the existing bridge is classified as structurally deficient due to the poor condition of the superstructure and functionally obsolete due to the substandard roadway width. The bridge is also scour critical. The preliminary preferred alternative, chosen in the Local Concept Development study, will address existing deficiencies of this structure to maintain the safety of the traveling public and prevent any future unforeseen road closure.

Regarding Creek Road, the scope and limit of this project include only the structure in question and immediate approaches as required to address the purpose and needs of this project.

The Local Concept Development study considered alternatives that would accommodate both the existing and possible future alignment of Centerton Rd. By addressing the current deficiencies at the Parkers Creek bridge, the preliminary preferred alternative will correct current roadway geometric deficiencies that will allow for an increased efficiency to roadway users travelling in this corridor. Addressing these concerns now will prevent future impacts of the "No Build" alternative, which would likely result in the continued deterioration of the structure and future road closures.

The County does not have any jurisdiction over the conditions of I-295. The purpose of this project is to address the deficiencies of the existing Parkers Creek Bridge.

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

**Response By:** Burlington County

**Related to Comment IDs:** 224

An extension of the sidewalk or shared-use path or bicycle lane will be considered for future projects. This project is limited to the limits of the intersections of Tom Brown Rd, Riverton Rd, and New Albany Rd.

**Response By:** Burlington County

**Related to Comment IDs:** 177

Burlington County thanks you for your support of the project.

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

**Response By:** DVRPC

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support.

**Response By:** DVRPC

**Related to Comment IDs:** 224

Thank you for your comment. A couple more trail projects are being requested to be added to the TIP with the List of Recommendations at adoption. The Camden County LINK Trail and The Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro. We will work to update the title once the TIP becomes effective and we are able to make additional changes.

**Response By:** Burlington County

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32,

# AGENCY RESPONSES TO COMMENTS

33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Burlington County thanks you for your support of the project.

Burlington County is seeking funding outside of the TIP for project Local Concept Development (LCD) in preparation for future inclusion in the NJ TIP.

## Camden

MPMS ID: 15423 ADA South, Contract 4

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

Response By: NJDOT

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

MPMS ID: 18313 Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)

Response By: NJDOT

Related to Comment IDs:

Thank you for your comment.

# AGENCY RESPONSES TO COMMENTS

**Response By:** NJDOT

**Related to Comment IDs:** 204, 205

Planned funding for a project is based on the current project delivery schedule, budget estimate, and available funding. A project schedule can differ from the STIP. Since the STIP is updated every two years, there is a possibility for phase(s) to be advanced.

**Response By:** NJDOT

**Related to Comment IDs:**

Thank you for your comment.

**Response By:** NJDOT

**Related to Comment IDs:**

Thank you for your comment.

**MPMS ID: D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout**

**Response By:** DVRPC

**Related to Comment IDs:** 224

Thank you for your support.

**MPMS ID: D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave**

**Response By:** Camden County

**Related to Comment IDs:** 224

The design of improvements to Evesham Road (CR 644) from NJ 41 to Schubert Avenue has just been initiated. As part of the design process, pedestrian facilities and walkways will be evaluated and improved as needed. Striped crosswalks will be provided where appropriate. Available cartway for bike lanes will be evaluated along with regional bike lane projects. Implementation of bike lanes will be determined based on available cartway, regional need and discussion with project stakeholders. It should be noted that Camden County does have a Complete Streets policy.

**MPMS ID: D2215 Gateway to Downtown Collingswood (TOP)**

**Response By:** DVRPC

**Related to Comment IDs:** 224

Thank you for your support.

## Gloucester

**MPMS ID: 12305 Route 47, Grove St. to Route 130, Pavement**

**Response By:** NJDOT

**Related to Comment IDs:** 224

Thank you for your comment. All NJDOT projects must comply with the New Jersey Complete Streets policy, where applicable.

**MPMS ID: 14348 Route 45, Bridge over Woodbury Creek**

**Response By:** NJDOT

**Related to Comment IDs:** 114

Planned funding for a project is based on the current project delivery schedule, budget estimate, and available funding. A project schedule can differ from the STIP. Since the STIP is updated every two years, there is a possibility for phase(s) to be advanced.

**Response By:** Gloucester County

**Related to Comment IDs:** 114

# AGENCY RESPONSES TO COMMENTS

Gloucester County is in support of Woodbury's comments and would like to see this project be completed as proposed as part of the adopted 2022 TIP. With substantial completion being 10/29/2025. This bridge is already in poor condition and needs the repairs done as soon as possible. Weight limit restrictions have been posted due to the structurally deficient and functionally obsolete bridge condition. This is a highly traveled corridor not just by vehicle traffic but foot traffic as well. Pedestrians are being restricted due to the failing structure. Also 6 of the county bus routes use this bridge daily as part of their route. The state that the bridge is in it is unacceptable to move funding to 2028 to repair this structure.

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

**Response By:** DVRPC

**Related to Comment IDs:** 224

DVRPC continues to work with State, county, and municipal partners to further the other Circuit Trail projects and get them ready to be added to the TIP. This involves support for feasibility and design work; identifying funding to fill gaps; and helping to address technical issues and other considerations. The Glassboro-Elk Trail in Gloucester County was expected to authorize funding and begin construction in FY24 but encountered delays and is anticipated to be added back into the TIP at the appropriate time.

**Response By:** Gloucester County

**Related to Comment IDs:** 224

We appreciate your support of the Glassboro-Elk trail and the county is doing everything in our power to get the trail completed. There is large sensitivity with this trail with the proposed GCL passenger light rail that is proposed to come into Glassboro. We are currently working with conrail to see if the proposed alignment will work using their land and are in the process of trying to acquire easements on their lands for this trail. Alternate routes are being explored currently for the trail if Conrail is unwilling to provide the County the easements to construct the trail.

## MPMS ID: D2216 Porchtown Road (CR 613) Bridge over Still Run at Iona Lake

**Response By:** DVRPC

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 224, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support.

**Response By:** Gloucester County

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 224, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304



# AGENCY RESPONSES TO COMMENTS

This project includes the widening and full substructure and superstructure replacement of Bridge 10-K-4 along a similar alignment as the existing bridge, the replacement of the primary spillway and auxiliary spillway as well as embankment overtopping protection. The existing bridge is planned to be replaced with a 40-foot clear span structure. The new bridge structure will provide concrete parapets, guide rail approaches, two 12-foot lanes and 8-foot shoulders. The design of the new bridge structure will correct the substandard existing roadway conditions to meet AASHTO standards.

This alternative will enlarge the spillway with a new approximately 200-foot drop box spillway. This proposed spillway will pass the 10 year storm and will require overtopping protection. A valves system will be included in the design, with at least one at the base of the structure to drain the impoundment per NJ Dam Safety Standards and one just below the spillway for maintenance drawdown.

Upstream and downstream embankment protection is proposed and required as part of this PA. The design will provide overtopping embankment protection options that will meet Dam Safety Standards and permitting requirement will be part of this contract and will be reviewed by County.

## Goals & Objectives of the project

- Replace the bridge, the spillways and improve approach roadway conditions to meet AASHTO, NJDOT, and NJDEP Dam Safety Standards.
- Complete preliminary and final engineering plans, specifications and all required permits for the removal and replacement of the bridge and spillway structures.
- Obtain all necessary permits for the project.
- Correct or minimize the controlling substandard design elements.
- Provide for bicycle and pedestrian access over the bridge.
- Avoid, minimize and or mitigate environmental impacts.
- Avoid, minimize property acquisition.
- Prepare property parcel maps and property parcel descriptions for any needed Right of Way acquisitions.
- Incorporate construction phasing to minimize delays to the traveling public during construction and prepare established detours for construction phases utilizing the County roadway network to the greatest extent possible.
- Design construction to minimize lake draw down during construction.

## Mercer

**MPMS ID: 15317 Route 64, Bridge over Amtrak**

**Response By: NJDOT**

**Related to Comment IDs: 182**

The preliminary preferred alternative accommodates bicyclists and pedestrians as set forth in the NJDOT Complete Streets Policy. The project proposes six foot wide sidewalks and eight foot shoulders on both sides of the structure.

**Response By: Mercer County**

**Related to Comment IDs: 182**

Mercer County appreciates this recommendation, since we have been working to accommodate cyclists on CR 571 on either side of the bridge.

**MPMS ID: 17419 Route 1, Alexander Road to Mapleton Road**

# AGENCY RESPONSES TO COMMENTS

**Response By:** NJDOT

**Related to Comment IDs:** 173

Thank you for your comment. The current plan provides for a bicycle and pedestrian path offset from Route 1 NB starting at Fisher Place (West Windsor) and extending north over the Millstone River Bridge and connecting to an existing bike path on the other side (Plainsboro). The current plan was based on coordination with Princeton University and information provided by West Windsor Township in 2020. The NJDOT team in 2020 also met with a bicycle and pedestrian group to discuss proposed improvements. The bicycle and pedestrian elements will be revisited in the Final Design Phase.

**Response By:** Mercer County

**Related to Comment IDs:** 173

Mercer County concurs with this comment on an NJDOT project and wishes to add concern for multimodal access to Plainsboro in Middlesex County, across the Millstone Bridge.

## MPMS ID: 99362 Trenton Amtrak Bridges

**Response By:** NJDOT

**Related to Comment IDs:** 224

Thank you for your comment. The correct project description for DB 99362 is:  
The three Orphan Bridges carrying Chestnut Avenue, East State and Monmouth Streets over Amtrak are in poor condition. All of the bridges are structurally deficient and functionally obsolete. The bridges and approach roadways include a variety of substandard design elements, including substandard vertical and horizontal clearances, intersection sight distances and unprotected bridge girders. The City of Trenton supports the current two bridge option, which replaces East State Street and Monmouth Street Bridges. Chestnut Avenue Bridge will be removed/demolished. The two bridges will be replaced with single-span, ABC (Accelerated Bridge Construction) systems. Retaining walls are included in the project to minimize impacts to properties. Catenaries will be removed from the existing bridges and up to six new catenary structures will be constructed to re-profile the electric traction facilities.

**Response By:** Mercer County

**Related to Comment IDs:** 224

Mercer County has advised DVRPC of corrections to project descriptions.

## MPMS ID: D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)

**Response By:** DVRPC

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support.

**Response By:** Mercer County

**Related to Comment IDs:** 224

Thank you for supporting Parkway Avenue safety improvements (D1910). For D023 and D99632, Mercer County has advised DVRPC of corrections to project descriptions .

**Response By:** Mercer County

# AGENCY RESPONSES TO COMMENTS

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support for multimodal facilities and concern about highway capacity expansion projects. Mercer County is working to advance several of the multimodal projects you reference, among others. Before projects make it to the TIP, they have to be defined enough to identify costs for design and construction, and right of way generally must be controlled by the project sponsor. We are working on it. Asking DVRPC to throw money at projects that don't yet exist, for the purposes of the TIP, does not help. As for the NJ Turnpike project, toll funding takes this outside control of the MPO TIP or the NJDOT STIP.

**MPMS ID: D2014 CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave**

**Response By:** DVRPC

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support.

**Response By:** Mercer County

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support for multimodal facilities and concern about highway capacity expansion projects. Mercer County is working to advance several of the multimodal projects you reference, among others. Before projects make it to the TIP, they have to be defined enough to identify costs for design and construction, and right of way generally must be controlled by the project sponsor. We are working on it. Asking DVRPC to throw money at projects that don't yet exist, for the purposes of the TIP, does not help. As for the NJ Turnpike project, toll funding takes this outside control of the MPO TIP or the NJDOT STIP.

# AGENCY RESPONSES TO COMMENTS

## MPMS ID: D2023 Circulation Improvements Around Trenton Transit Center

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support.

Response By: Mercer County

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support for multimodal facilities and concern about highway capacity expansion projects. Mercer County is working to advance several of the multimodal projects you reference, among others. Before projects make it to the TIP, they have to be defined enough to identify costs for design and construction, and right of way generally must be controlled by the project sponsor. We are working on it. Asking DVRPC to throw money at projects that don't yet exist, for the purposes of the TIP, does not help. As for the NJ Turnpike project, toll funding takes this outside control of the MPO TIP or the NJDOT STIP.

## Various

### MPMS ID: D2305 DVRPC Carbon Reduction Program

Response By: DVRPC

Related to Comment IDs: 224

Thank you for your comment. Over the course of Fiscal Year 2024 (July 2023 to June 2024) DVRPC will be working with regional partners, including representatives from the New Jersey counties (Burlington, Camden, Gloucester, and Mercer) to develop a regional Carbon Reduction Strategy to guide investments based on effectiveness and regional priorities. Early conversations indicate that funding for active transportation is an important priority for Carbon Reduction investments in our region. DVRPC is actively working with county and local stakeholders to identify and program projects that meet the eligibility requirements for Carbon Reduction funding to utilize funding that must be programmed before the Carbon Reduction Strategy is completed.

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137,

# AGENCY RESPONSES TO COMMENTS

138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment. NJDOT is in the process of developing a statewide Carbon Reduction Strategy, which is due to the federal government in November 2023, and is intended to guide investment of Carbon Reduction funds. Over the course of Fiscal Year 2024 (July 2023 to June 2024) DVRPC will be working with regional partners, including representatives from the New Jersey counties (Burlington, Camden, Gloucester, and Mercer) to develop a regional Carbon Reduction Strategy. Early conversations indicate that funding for active transportation is an important priority for Carbon Reduction investments in our region. DVRPC is actively working with county and local stakeholders to identify and program projects that meet the eligibility requirements for Carbon Reduction funding.

## MPMS ID: X107 Transportation Alternatives Program

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment and the Bicycle Coalition's continued advocacy for the Circuit Trails. The Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro in Burlington County will be added to the TIP as a new project as part of the List of Recommended Changes at adoption. Camden County recently received a RAISE grant for portions of the Camden County LINK Trail, which will also be added to the TIP as part of the List of Recommended Changes at adoption. Additional segments are already listed as a result of previous awards and DVRPC will continue to work with Camden County to advance remaining segments of the trail.

DVRPC continues to work with State, county, and municipal partners to further the other Circuit Trail projects and get them ready to be added to the TIP. This involves support for feasibility and design work; identifying funding to fill gaps; and helping to address technical issues and other considerations. The Glassboro-Elk Trail in Gloucester County was expected to authorize funding and begin construction in FY24 but encountered delays and is anticipated to be added back into the TIP at the appropriate time. The Johnson Trolley Trail from Trenton to Ewing and Lawrence in Mercer County is currently the subject of a DVRPC TCDI-funded master plan. DVRPC is working with Mercer County and local partners to advance various segments of this trail. In order for the bridge over I-295 to advance, a party responsible for ongoing maintenance must be identified. Several segments of the Merchantville Trail in Camden and Burlington counties are in design or funded for construction. Remaining segments are undergoing study to determine viable alignments and needed trail infrastructure. DVRPC will continue to assist project sponsors in the continuation of their work.

Response By: NJDOT

Related to Comment IDs:

The Transportation Alternatives Program provides federal funding for projects such as bicycle and pedestrian improvements. In addition, NJDOT funds bicycle and pedestrian projects through the Bicycle and Pedestrian Facilities/Accommodations program.

Response By: NJDOT

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58,

# AGENCY RESPONSES TO COMMENTS

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, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

**Response By:** NJDOT

**Related to Comment IDs:**

Thank you for your comment.



## RECOMMENDED CHANGES





**This page is intentionally left blank.**

**Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey  
Draft for the September 28, 2023 DVRPC Board Meeting**

<b>DVRPC Highway Project Schedule Adjustments or Cost Restructuring</b>				
<b>COUNTY</b>	<b>DB #</b>	<b>TITLE</b>	<b>CHANGE</b>	<b>REMARKS</b>
Various	D026	DVRPC, Future Projects	Remove \$8.364 M (\$4.199 M STBGP-PHILA/\$1.163 M HWIZ919-PHILA/\$0.300 M HWIZ919-TRENTON/\$1.6 M CRRSAA-PHILA/\$2.102 M CRRSAA-TRENTON) from the FY24 ERC Phase. Remove \$0.400 M STBGP-PHILA from the FY25 ERC Phase. Remove \$9.984 M STBGP-PHILA from the FY29 ERC Phase. Remove \$10.942 M STBGP-PHILA from FY30 Phase. Remove \$6.500 M STBGP-PHILA from the FY31 Phase. Remove \$8.000 M STBGP-PHILA from the FY32 Phase. Remove \$6.500 M STBGP-PHILA from the FY33 Phase. A total of \$46.525 M STBGP-PHILA will be removed.  Funding will be broken down as follows: FY24: \$0.442 M STBGP-PHILA FY29: \$1.220 M STBGP-PHILA FY30: \$4.624 M STBGP-PHILA FY31: \$9.416 M STBGP-PHILA FY32: \$11.006 M STBGP-PHILA FY33: \$12.174 M STBGP-PHILA	CRSAA and HWIZ919 funding has expired. STBGP-PHILA and STBGP-TRENTON funding used to support listed projects.
Camden	D2208	CR 544 (Evesham Rd), NJ 41 to Schubert Ave	Switch \$3.027 M (\$1.6 M CRSAA-PHILA/\$1.427 M HWIZ919-PHILA) to \$3.027 M STBGP-PHILA in the FY24 CON Phase.	CRSAA and HWIZ919 funding expired
Camden	D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)	Remove \$2.651 M STBGP-PHILA from the FY25 CON Phase from \$4.659 M STBGP-PHILA to \$2.008 M STBGP-PHILA. Add \$1.351 M STBGP-PHILA to the FY29 CON Phase from \$0.00 M STBGP-PHILA to \$1.351 M STBGP-PHILA and add \$1.300 M STBGP-PHILA to the FY30 CON Phase from \$0.000 M STBGP-PHILA to \$1.300 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Burlington	D2207	Rancocas Creek Greenway, Laurel Run Park (Circuit)	Delay \$2.351 M STBGP-PHILA from the FY24 CON Phase to FY25 CON Phase. From \$4.707 M STBGP-PHILA to \$2.356 M STBGP-PHILA in FY24, and from \$0.000 M STBGP-PHILA to \$2.351 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Camden	D1914	Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)	Remove \$2.800 M STBGP-PHILA from the FY25 CON Phase from \$3.560 M STBGP-PHILA to \$0.760 M STBGP-PHILA. Remove \$1.400 M STBGP-PHILA from the FY26 CON Phase from \$2.576 M STBGP-PHILA to \$1.176 M STBGP-PHILA. Remove \$1.200 M STBGP-PHILA from the FY27 CON Phase from \$2.159 M STBGP-PHILA to \$0.959 M STBGP-PHILA. Add \$2.700 M STBGP-PHILA to the FY29 CON Phase from \$0.000 M STBGP-PHILA to \$2.700 M STBGP-PHILA and add \$2.700 M STBGP-PHILA to the FY30 CON Phase from \$0.000 M STBGP-PHILA to \$2.700 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Gloucester	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)	Delay \$2.183 M STBGP-PHILA from the FY27 CON Phase to the FY29 CON Phase. From \$3.873 M STBGP-PHILA to \$1.690 M STBGP-PHILA in FY27 and from \$0.000 M STBGP-PHILA to \$2.183 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Various	03304	Bridge Deck/Superstructure Replacement Program	Change total cost from \$444.482 M to \$482.684 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$5.781 M BFP/\$24 M NHPP to \$0.684 M BFP/\$32 M NHPP.</li> <li>• FY25: \$4.701 M BFP/\$24 M NHPP to \$0.0 M BFP/\$44 M NHPP.</li> <li>• FY26: \$24 M NHPP to \$44 M NHPP.</li> </ul>	Programming update from NJDOT

**Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey  
Draft for the September 28, 2023 DVRPC Board Meeting**

Various	04314	Local Safety/ High Risk Rural Roads Program	Change total cost from \$22.544 M to \$21.547 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$2.4 M HSIP to \$2.003 M HSIP.</li> <li>• FY27: \$2.044 M HSIP to \$1.544 M HSIP.</li> </ul>	Programming update from NJDOT
Various	08381	Bridge Replacement, Future Projects	Change total cost from \$731.475 M to \$676.605 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$14.704 M NHPP to \$6.754 M NHPP.</li> <li>• FY25: \$14.625 M NHPP to \$13.77 M NHPP.</li> <li>• FY26: \$42.669 M NHPP to \$34.212 M NHPP.</li> <li>• FY27: \$16.35 M NHPP to \$15.281 M NHPP.</li> <li>• FY28: \$13.365 M NHPP to \$12.143 M NHPP.</li> <li>• FY29: \$12.425 M NHPP to \$8.915 M NHPP.</li> <li>• FY30: \$26.554 M NHPP to \$17.753 M NHPP.</li> <li>• FY31: \$25.891 M NHPP to \$18.633 M NHPP.</li> <li>• FY32: \$38.277 M NHPP to \$30.345 M NHPP.</li> <li>• FY33: \$25.568 M NHPP to \$18.022 M NHPP.</li> </ul>	Programming update from NJDOT
Various	13306	Mobility and Systems Engineering Program	Change total cost from \$105 M to \$90 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY25: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY26: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY27: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY28: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY29: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY30: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY31: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY32: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY33: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> </ul>	Programming update from NJDOT
Burlington	13319	Rt 73, Dutch Road to Rt 70	Change total cost from \$37.79 M to \$39.99 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$0.0 M NHPP to \$2.2 M NHPP.</li> </ul>	Programming update from NJDOT
Various	15343	Intelligent Traffic Signal Systems	Increase total project cost by \$35 M from \$200.104 M to \$235.104 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY25: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY26: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY27: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY28: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY29: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY30: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY31: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY32: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> </ul>	Programming update from NJDOT

**Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey  
Draft for the September 28, 2023 DVRPC Board Meeting**

			<ul style="list-style-type: none"> <li>FY33: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> </ul>	
Various	19370	Safety Programs	<p>Increase total project cost by \$21.274 M from \$222.908 M to \$244.182 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$2.066 M HSIP to \$5.584 M HSIP.</li> <li>FY25: \$0.13 M HSIP to \$6.93 M HSIP.</li> <li>FY26: \$1.848 M HSIP to \$8.304 M HSIP.</li> <li>FY27: \$2.138 M HSIP to \$9.638 M HSIP.</li> <li>FY28: \$11.498 M HSIP to \$10.998 M HSIP.</li> <li>FY29: \$12.886 M HSIP to \$12.386 M HSIP.</li> <li>FY30: \$14.392 M HSIP to \$13.802 M HSIP.</li> <li>FY31: \$15.746 M HSIP to \$15.246 M HSIP.</li> <li>FY32: \$17.219 M HSIP to \$16.719 M HSIP.</li> <li>FY33: \$18.722 M HSIP to \$18.221 M HSIP.</li> </ul>	Programming update from NJDOT
Various	22355	CMAQ Initiatives, Statewide	<p>Increase total project cost by \$29.3 M CMAQ from \$35.5 M CMAQ to \$64.8 M CMAQ. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$11 M CMAQ to \$12 M CMAQ.</li> <li>FY26: \$13 M CMAQ to \$14.5 M CMAQ.</li> <li>FY27: \$0.25 M CMAQ to \$16.75 M CMAQ.</li> <li>FY28: \$0.25 M CMAQ to \$10.55 M CMAQ.</li> </ul>	Programming update from NJDOT
Various	99327A	Resurfacing, Federal	<p>Increase the total project cost by \$45 M NHPP from \$350 M NHPP to \$395 M NHPP. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$35 M CMAQ to \$50 M CMAQ.</li> <li>FY25: \$35 M CMAQ to \$50 M CMAQ.</li> <li>FY26: \$35 M CMAQ to \$50 M CMAQ.</li> </ul>	Programming update from NJDOT
Various	T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	<p>Decrease total project cost by \$5.837 M from \$28.001 M to \$22.165 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY25: \$6.537 M SECT 5339 to \$0.7 M SECT 5339.</li> </ul>	Programming update from NJDOT
Various	T135	Preventive Maintenance-Bus	<p>Decrease total project cost by \$2.304 M from \$550.129 M to \$547.825 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$26.526 M SECT 5307 to \$24.222 M SECT 5307.</li> </ul>	Programming update from NJDOT
Various	T39	Preventive Maintenance-Rail	<p>Decrease total project cost by \$1.275 M from \$208.749 M to \$207.474 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$5.655 M SECT 5307 to \$4.38 M.</li> </ul>	Programming update from NJDOT
Various	X03A	Restriping Program & Line Reflectivity Management System	<p>Increase total project cost by \$27 M from \$160 M to \$187 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$16 M STBGP-FLEX to \$25 M STBGP-FLEX.</li> <li>FY25: \$16 M STBGP-FLEX to \$25 M STBGP-FLEX.</li> <li>FY26: \$16 M STBGP-FLEX to \$25 M STBGP-FLEX.</li> </ul>	Programming update from NJDOT

**Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey  
Draft for the September 28, 2023 DVRPC Board Meeting**

Various	X065	Local CMAQ Initiatives	<p>Decrease total project cost by \$11.618 M from \$29.441 M to \$17.823 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>• FY24: \$2.33 M CMAQ to \$1.49 M CMAQ.</li> <li>• FY25: \$2.934 M to \$1.542 M CMAQ.</li> <li>• FY26: \$3.23 M CMAQ to \$1.94 M CMAQ.</li> <li>• FY27: \$3.07 M CMAQ to \$1.61 M CMAQ.</li> <li>• FY28: \$2.874 M CMAQ to \$1.762 M CMAQ.</li> <li>• FY29: \$3.07 M CMAQ to \$1.61 M CMAQ.</li> <li>• FY30: \$2.722 M CMAQ to \$1.686 M CMAQ.</li> <li>• FY31: \$3.07 M CMAQ to \$1.61 M CMAQ.</li> <li>• FY32: \$3.07 M CMAQ to \$2.086 M CMAQ.</li> <li>• FY33: \$3.07 M CMAQ to \$2.486 M CMAQ.</li> </ul>	Programming update from NJDOT. Add to DVRPC program.
Various	X30	Planning and Research, Federal-Aid	<p>Increase total project cost by \$41 M from \$403.855 M to \$444.855 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>• FY24: \$25.784 M SPR to \$39.784 M SPR.</li> <li>• FY25: \$26.301 M SPR to \$40.301 M SPR.</li> <li>• FY26: \$26.829 M SPR to \$39.829 M SPR.</li> </ul>	Programming update from NJDOT
Various	X30A	Metropolitan Planning	<p>Increase total project cost by \$15.868 M from \$49.38 M to \$65.248 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>• FY24: \$2.538 M PL/\$0.7 M PL-FTA to \$3.081 M PL/\$1.322 PL-FTA.</li> <li>• FY25: \$2.538 M PL/\$0.7 M PL-FTA to \$3.143 M PL/\$1.35 M PL-FTA.</li> <li>• FY26: \$2.538 M PL/\$0.7 M PL-FTA to \$3.205 M PL/\$1.384 M PL-FTA.</li> <li>• FY27: \$2.538 M PL/\$0.7 M PL-FTA to \$3.27 M PL/\$1.411 M PL-FTA.</li> <li>• FY28: \$2.538 M PL/\$0.7 M PL-FTA to \$3.335 M PL/\$1.439 M PL-FTA.</li> <li>• FY29: \$2.538 M PL/\$0.7 M PL-FTA to \$3.402 M PL/\$1.466 M PL-FTA.</li> <li>• FY30: \$2.538 M PL/\$0.7 M PL-FTA to \$3.47 M PL/\$1.494 M PL-FTA.</li> <li>• FY31: \$2.538 M PL/\$0.7 M PL-FTA to \$3.539 M PL/\$1.521 M PL-FTA.</li> <li>• FY32: \$2.538 M PL/\$0.7 M PL-FTA to \$3.61 M PL/\$1.549 M PL-FTA.</li> <li>• FY33: \$2.538 M PL/\$0.7 M PL-FTA to \$3.682 M PL/\$1.576 M PL-FTA.</li> </ul>	Programming update from NJDOT. Add to DVRPC program.
Various	X51	Pavement Preservation	<p>Increase total project cost by \$137.5 M from \$55 M to \$192.5 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>• FY24: \$3.5 M NHPP/\$1 M STBGP-FLEX to \$30 M NHPP/\$6 M STBGP-FLEX.</li> <li>• FY25: \$3.5 M NHPP/\$1 M STBGP-FLEX to \$35 M NHPP/\$10 M STBGP-FLEX.</li> <li>• FY26: \$3.5 M NHPP/\$1 M STBGP-FLEX to \$35 M NHPP/\$10 M STBGP-FLEX.</li> </ul>	Programming update from NJDOT
Camden	DR2303	PATCO Lindenwold Shop	<p>Decrease total project cost by \$1.341 M from \$20.03 M to \$18.689 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>• FY24: \$1.49 M DRPA to \$0.149 M DRPA.</li> </ul>	Programming update from NJDOT

**Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey  
Draft for the September 28, 2023 DVRPC Board Meeting**

<b>DVRPC Highway Project Additions</b>				
<b>COUNTY</b>	<b>MPMS #</b>	<b>TITLE</b>	<b>CHANGE</b>	<b>REMARKS</b>
Gloucester	D2405	Resurfacing & Safety Improvements to Kings Hwy/Salem Ave (CR 551)	Add new project into TIP in the amount of \$2.865 M STBGP-PHILA for Preliminary Engineering (PE) and Construction (CON) (\$0.072 M FY24 PE Phase/\$2.793 M FY24 CON Phase).	Add new project to TIP
Gloucester	D2401	Resurfacing and Safety Improvement Berlin-Crosskeys Road (CR 689)	Add new project into the TIP in the amount of \$1.100 M STBGP-PHILA for Construction in FY24.	Add new project to TIP
Camden	D2213	Burnt Mill Road (CR 670) and White Horse Road (CR 673)	Add new project into the TIP in the amount of \$5.200 M STBGP-PHILA for Construction (FY25: \$2.600 M/FY26: \$1.4 M/FY27: \$1.2 M).	Add new project to TIP
Camden	D2404	White Horse Bridge/PATCO	Add new project into the TIP in the amount of \$15.1 M STBGP-PHILA for Right of Way (ROW) and Construction (CON). Funding will be programmed as follows: \$0.6 M FY25 ROW Phase/\$14.5 M CON (FY29: \$3.0 M/FY30: \$4.5 M/FY31: \$3.0 M/FY32: \$4.0 M).	Add new project to TIP
Burlington	D2402	Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and Trail Linkages	Add new project into the TIP in the amount of \$19.233 M STBGP-PHILA for Preliminary Engineering (PE), Final Design (FD), Right of Way (ROW) and Construction (CON). Funding will be broken down as follows: \$0.3 M FY25 PE Phase/\$2.183 M FY27 FD Phase/\$0.75 M ROW Phase/\$16.0 M CON (FY30: \$2.0 M/FY31: \$3.5 M/FY32: \$4.0 M/FY33: \$6.5 M).	Add new project to TIP
Camden	D2403	Camden LINK Trail	Add new project into the TIP for a total amount of \$29.24 M for Right of Way and Construction that will be broken down into three projects (Gateway Park Connector, Cooper's Poynt Bridge, Segment 3: Remainder of Trail). Add Gateway Park Connector project in the amount of \$7.88 M (\$0.180 M LOCAL ROW/ \$7.7 M CON (\$5.3 M RAISE (FY25: \$4.3 M/FY26: \$1 M)/\$2.4 M LOCAL (FY25: \$1.9 M/FY26 \$0.5 M)). Add Cooper's Poynt Bridge in the amount of \$6.41 M (\$0.110 M LOCAL FY25 ROW Phase/\$6.3 M CON (\$4.4 RAISE (FY26: \$3.1 M/FY27: \$1.3 M)/\$1.9 M LOCAL (FY26: \$1.35 M/FY27: \$0.55 M)). Add Segment 3: Remainder of Trail in the amount of \$14.95 M (\$0.350 M LOCAL FY25 ROW Phase/\$14.6 M CON (\$9.3 M RAISE (FY26 : \$8 M/FY27: \$1.3 M)/\$5.3 M LOCAL (FY26: \$4.55 M/FY27: \$0.75 M)).	Add new RAISE grant awarded project
Gloucester	D1906	CR 581 (Commissioners Road), Bridge over Oldman's Creek	Add project back into the TIP in amount of \$3.095 M 17-STATE-DVRPC for Construction in FY24.	CON Phase delayed from FY23 to FY24.
Gloucester	D9807	Gloucester County Bus Purchase	Add new project into the TIP in the amount of \$0.81 M CMAQ for Construction. Funding will be programmed as follows: <ul style="list-style-type: none"> <li>• FY24: \$0.162 M</li> <li>• FY26: \$0.162 M</li> <li>• FY28: \$0.162 M</li> <li>• FY30: \$0.162 M</li> <li>• FY32: \$0.162 M.</li> </ul>	Add Project Back into the TIP. Inadvertently omitted from Draft.
Gloucester	D2214	Floodgate Road, Bridge over Repaupo Creek (Bridge 3-D-1)	Add Local Concept Development project into the TIP in the amount of \$0.0 M.	Add LCD Back into the TIP

## Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey Draft for the September 28, 2023 DVRPC Board Meeting

Camden	14426	Route 130, Bridge over Big Timber Creek	Add new project into the TIP in the amount of \$0.222 M NHPP for Construction in FY24.	Add new project to TIP
Mercer	07319B	Route 29, Cass Street to Calhoun Street, Drainage	Add new project into the TIP in the amount of \$0.05 M NHPP for Construction in FY24.	Add new project to TIP
Camden	11326D	Route 76, Bridge over Klemm Avenue, Conrail and South Branch Newton Creek, Contract 1	Add new project into the TIP in the amount of \$0.602 M NHPP for Construction in FY24.	Add new project to TIP
Gloucester	12306	Route 42, Kennedy Ave. to Atlantic City Expressway	Add new project into the TIP in the amount of \$14.5 M NHPP for Construction in FY24.	Add new project to TIP
Camden	D2020	New or Upgraded Traffic Signal Systems at Intersections, Phase 1	Add project back into the TIP in the amount of \$2.476 M STBGP-PHILA for Construction in FY25.	Add new project to TIP

Highway Project Title and Description Changes			
COUNTY	MPMS #	TITLE	CHANGE
Mercer	D2023	Circulation Improvements Around Trenton Transit Center	Add mile posts and structure number to the project information in the final submission of the TIP to NJDOT.
Mercer	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave	Mercer County added as a project sponsor of the project
Gloucester	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)	Change status of project to Local and project sponsor changed from DVRPC to Gloucester County. Add Structure number to the project.
Camden	D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2	Change project description to: This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to upgrade to modern industry requirements, improve traffic signal operations, and pedestrian and bicycle improvements.
Camden	D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3	Change project description to: This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to upgrade to modern industry requirements, improve traffic signal operations, and pedestrian and bicycle improvements.
Camden	D2203	CR 551 (Broadway) Elevation, Little Timber Creek to Route 130	Change project description to: This project will address chronic flooding in two locations along CR 551 Broadway and provide safe user access during rain events.
Burlington	D2202	CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement	Change project description to: This project will address structural deficiencies of the Mill Street (CR 616) Bridge over the South Branch of Rancocas Creek (County Structure No. D4.27). The bridge is a concrete encased, single span (36 feet) steel stringer bridge with a reinforced concrete deck. The bridge was built circa 1918 and is located in the Vincentown Historic District.
Camden	D2204	Erial Rd and College Drive Intersection	Change project description to: This project consists of improvements to the intersection to reduce the high crash rate at the signalized intersection and allow it to operate in a safe, usable manner for all modes of transportation, including pedestrian and non-motorized modes, by improving traffic flow through the area.
Various	DR1501A	Track Drainage Improvements at Cuthbert Blvd & Osage Avenue	Change DB # from DR15001A to DR1051A.



## Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey Draft for the September 28, 2023 DVRPC Board Meeting

<b>Highway Project Deletions</b>			
<b>COUNTY</b>	<b>MPMS #</b>	<b>TITLE</b>	<b>CHANGE</b>
Burlington	15353	Route 38 and Lenola Road (CR 608)	Delete project from the TIP in the amount of \$29.3 M CMAQ. Funding is broken down as follows: \$1 M FY24 PE Phase/\$1.5 M FY26 DES Phase/\$16.5 M FY27 ROW Phase/\$10.3 M FY28 CON Phase.
Camden	22320	Systemic Backplate Pilot Program South	Delete project from the TIP in the amount of \$7.8 M HSIP. Funding is broken down as follows: \$1 M FY24 DES Phase/\$6.8 M FY25 CON Phase.
Various	T951	All Stations Accessibility Program (ASAP)	Delete project from the TIP in the amount of \$8.664 M. Funding is broken down as follows: FY24 EC Phase: \$8.664 M (\$7.843 M ASAP/\$0.821 M STATE).

<b>Technical Corrections</b>			
<b>COUNTY</b>	<b>MPMS #</b>	<b>TITLE</b>	<b>CHANGE</b>
Various	Various	Various	Make technical correction to the program as necessary, including project descriptions, limit corrects, title edits, AQ codes, and CMP Codes, etc.

<b>Special Discretionary Funded Projects</b>			
<b>COUNTY</b>	<b>MPMS #</b>	<b>TITLE</b>	<b>CHANGE</b>
Various	Various	Various	Add new projects to the TIP that received special discretionary funds from IIJA/BIL or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded by the discretionary and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.

**This page is intentionally left blank.**



# PUBLIC COMMENT OUTREACH DOCUMENTATION

This Page Intentionally Left Blank

# Out for Public Review: Draft FY2024 TIP for NJ, Draft FY2024 STIP, Major Amendment to FY2023 TIP for PA, and Amendment 2 to LRP

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the *following documents*:

- *Draft DVRPC Federal Fiscal Year (FY) 2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27),*
- *The State of New Jersey's Draft FY2024 Statewide Transportation Improvement Program (STIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT),*
- *Major Amendments to the FY2023 Transportation Improvement Program for Pennsylvania, and*
- *Amendment 2 to Connections 2050 Long-Range Plan.*

DVRPC will accept comments on all four draft documents from July 17, 2023 until August 18, 2023 at 5:00 PM local time.

Electronic versions of the documents are available at:

- DVRPC Draft FY2024 TIP for New Jersey at [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)
- The Draft FY2024 STIP is available at [www.state.nj.us/transportation/capital](http://www.state.nj.us/transportation/capital)
- Major Amendment to FY2023 TIP for Pennsylvania at <https://www.dvrpc.org/tip/pa/>
- *Draft Amendment 2 to Connections 2050 Plan* is available at [www.dvrpc.org/plan/](http://www.dvrpc.org/plan/).

If requested, any of these documents can be translated into an alternative format or language.

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.

The *Connections 2050* Long-Range Plan details the long-term vision for Greater Philadelphia including principles, goals, and key policies and strategies to achieve the vision. It also contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 2 accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects.

DVRPC is hosting two public meetings on these documents. These meetings will also include a presentation on the Draft Transportation Conformity Demonstration, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held in person and one will be held online.

**In-person meeting:**

**Monday, July 31, 2023 at 6:00 PM to 7:00 PM**

Camden County Library System --  
Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave  
Camden, NJ

Interpretation can be provided if requested. Please reach out to [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-2929.

**Online meeting:**

**Thursday, August 10, 2023 at 7:00 PM to 8:00 PM**

Registration via: [https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)  
or by visiting DVRPC's events calendar at: [www.dvrpc.org/calendar/2023/8](http://www.dvrpc.org/calendar/2023/8).

After registering, you will receive a confirmation email containing information about joining the webinar.

To join via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

**Written comments and questions must be submitted in the following ways listed below:**

Electronically through a web application available at:

- Draft NJ TIP and Statewide STIP: [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)

By Email:

- Draft NJ TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- Major Amendments to the PA TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- LRP Amendment Comments: [LRP@dvrpc.org](mailto:LRP@dvrpc.org)

By Mail:

Public Comments

c/o DVRPC Office of Communications and Engagement  
190 N. Independence Mall West, 8th Fl.  
Philadelphia, PA 19106-1520

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](mailto:public_affairs@dvrpc.org).

**DVRPC must receive comments for the Draft TIP, Draft STIP, and Draft Amendment 2 documents by 5:00 PM (local time) on August 18, 2023. Comments received via mail must be postmarked by August 18, 2023. 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](http://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 by calling (215) 238-2929. 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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto: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/](http://www.dvrpc.org/Business/).



# Highlights

of the **DRAFT DVRPC FY2024 TIP** for **NEW JERSEY**  
(FY24-FY27)



## **PUBLIC COMMENT PERIOD:**

**July 17 - August 18, 2023**

submit your comments:

by email: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)

or by mail:

**Public Comments**

c/o DVRPC Office of Communications and Engagement

190 N Independence Mall West, 8th Fl

Philadelphia, PA 19106-1520





### **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](http://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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto: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 FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24–FY27) is available for public review and feedback as of July 17, 2023. This document aims to briefly describe and “highlight” the region’s TIP, the agreed-upon list of specific multimodal transportation improvement priorities for the region. The TIP lists all projects that either intend to use federal funds or are regionally significant, whether or not they use federal funds. The list is multimodal; in addition to the traditional highway and public transit projects, it includes bicycle, pedestrian, and freight- related projects as well. The TIP is required by federal law. This program enables the selection and prioritization of transportation infrastructure investments in the DVRPC region.

The Draft TIP covers 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 New Jersey Transit Corporation (NJ TRANSIT) fiscally constrained 10-year Statewide TIP (STIP) and releases a draft program for a review and comment period prior to recommending it for adoption by the DVRPC Board.

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 17, 2023 and will close at 5:00 PM (Local Time) on August 18, 2023. 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](http://www.dvrpc.org/TIP/Draft) or at the DVRPC office located at 190 North Independence Mall West, 8<sup>th</sup> Floor, Philadelphia, PA, 19106. NJDOT and NJ TRANSIT’s Draft STIP is also available online at [www.state.nj.us/transportation/capital](http://www.state.nj.us/transportation/capital). A printed copy of the Draft TIP is also available at public libraries listed in Table 6 of this document.

## What is the TIP?

The TIP is a requirement of federal transportation legislation, which is currently the Infrastructure Investment and Jobs Act (IIJA), or Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL). The IIJA or BIL was signed into law on November 15, 2021 and is set to expire on September 30, 2026. It provides funding for investment in infrastructure over federal fiscal years 2022 to 2026. Prior to the IIJA/BIL, the TIP was a requirement of legislation under the Fixing America’s Surface Transportation (FAST) Act, or Public Law 114-94. The IIJA/BIL built on the initiatives established in previous legislation: the FAST Act; Moving Ahead for Progress in the 21st Century Act (MAP-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, bicycle/pedestrian projects, advanced technologies, and operational improvements like Transportation Systems Management and Operations.

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 list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred or additional funding to the region must be identified. Since the TIP is financially constrained, competition between projects for a spot on the TIP clearly exists. The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

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

## TIP Development Timeline

TIP development (or update) typically begins approximately 10 months prior to adoption and involves intensive staff work and negotiations by NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, and the representatives of DVRPC city and county member governments who constitute the DVRPC New Jersey TIP Subcommittee. As portrayed by Figure 1, the TIP update process commenced between the end of 2022 and early 2023 with the review of costs and schedules of current FY2022 TIP projects, projects that anticipate to “graduate” from Concept Development, and a review of new project candidates to be added to the TIP should there be financial capacity. By spring of 2023, the result was a constrained, preliminary draft program (“preliminary Draft TIP”) based on reasonable, anticipated revenue projections over the next 10 years (FY24–FY33), TIP/LRP Benefit Evaluation Criteria results for new projects, performance-based planning and programming metrics, Environmental Justice and Equity analyses of the “pool” of all project requests for the Draft TIP, and feedback from the New Jersey TIP Subcommittee. Negotiations continued into late spring of 2023 to address as many issues as possible in the Highway, Transit, and Study and Development programs, including the Draft 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 has opened a 30+ day public comment period, in which the two draft documents, the Draft DVRPC FY2024 TIP and the Draft NJDOT and NJ TRANSIT 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 will request the DVRPC Board to adopt the Draft TIP (with a List of Recommended Changes after the public comment period) in September of 2023. After the DVRPC Board adopts the TIP with recommended changes, DVRPC will then submit the document to NJDOT for approval and inclusion in the STIP, which NJDOT will then submit to federal partners (e.g. FHWA and FTA) for review and approval. When the federal partners approve the FY2024 STIP, the FY2024 TIP and STIP become effective and replace the FY2022 TIP and STIP for New Jersey.

**This section is intentionally left blank.**



**Figure 1: Development Timeline of the DVRPC FY2024 TIP for New Jersey**



Source: DVRPC, 2023

## Program Summaries

The Draft DVRPC FY2024 TIP for New Jersey contains 146 projects to advance over the First-Four Years (FY24 – FY27) in the region: 86 federally-funded projects and one (1) STATE-DVRPC funded project in the DVRPC regional Highway Program and 59 projects (37 by NJ TRANSIT and 22 by the DRPA/PATCO) in the DVRPC regional Transit Program. The programmed amount for these projects over the next four years totals \$2.226 billion, which averages almost \$557 million per year. Programmed funds include \$1.351 billion for projects primarily addressing the highway system and nearly \$878 million for the NJ TRANSIT (about \$761 million) and DRPA/PATCO (about \$113 million) transit systems, as Table 1 and Figure 2 show. Table 2 provides a breakdown of various state and federal funding sources and their distributions, including local matches.

For information purposes only, the TIP document also includes the New Jersey Statewide Program worth about \$5.9 billion over the First-Four Years (FY24-FY27), which contains 107 NJDOT-managed statewide highway programs and projects for the State of New Jersey. The TIP also lists eight (8) NJDOT-sponsored Concept Development and three (3) DVRPC Local Concept Development projects in the “Pre-TIP” regional Study and Development Program.

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

	FY24	FY25	FY26	FY27	First-Four Years (FY24- FY27)
<b>HIGHWAY PROGRAM</b>					
Burlington	\$29.696	\$42.910	\$32.948	\$47.930	<b>\$153.484</b>
Camden	\$141.770	\$116.256	\$132.560	\$182.45	<b>\$574.14</b>
Gloucester	\$68.900	\$3.920	\$10.950	\$4.873	<b>\$88.643</b>
Mercer	\$6.361	\$31.231	\$108.059	\$46.121	<b>\$191.772</b>
Various	\$102.210	\$82.317	\$82.049	\$84.372	<b>\$350.948</b>
<b>Highway Program* Total</b>	<b>\$348.937</b>	<b>\$274.158</b>	<b>\$364.267</b>	<b>\$364.149</b>	<b>\$1,351.511</b>
<b>TRANSIT PROGRAM</b>					
DRPA/PATCO	\$27.673	\$28.137	\$28.576	\$29.040	<b>\$113.426</b>
NJ TRANSIT	\$195.434	\$177.513	\$189.260	\$199.130	<b>\$761.337</b>
<b>Transit Program Total</b>	<b>\$223.107</b>	<b>\$205.650</b>	<b>\$217.836</b>	<b>\$228.170</b>	<b>\$874.763</b>
<b>Highway and Transit Programs Grand Total</b>					<b>\$2,226.274</b>
<b>Statewide Program</b>	<b>\$1,390.235</b>	<b>\$1,410.040</b>	<b>\$1,414.364</b>	<b>\$1,371.270</b>	<b>\$5,585.909</b>

\*The Highway Program total excludes \$3.9 million STATE-DVRPC funds for project DB #D2216 that anticipate authorization in FY24 because funds were previously appropriated by the state legislature and \$35 M FY24-FY33 from a Statewide project for Mercer County Bridges.

Source: DVRPC, 2023

Out of approximately \$11.756 billion of Federal highway and State funding in the First-Four Years for Highway Program projects in the state of New Jersey, 52 percent or \$6.170 billion is distributed to the three MPOs for

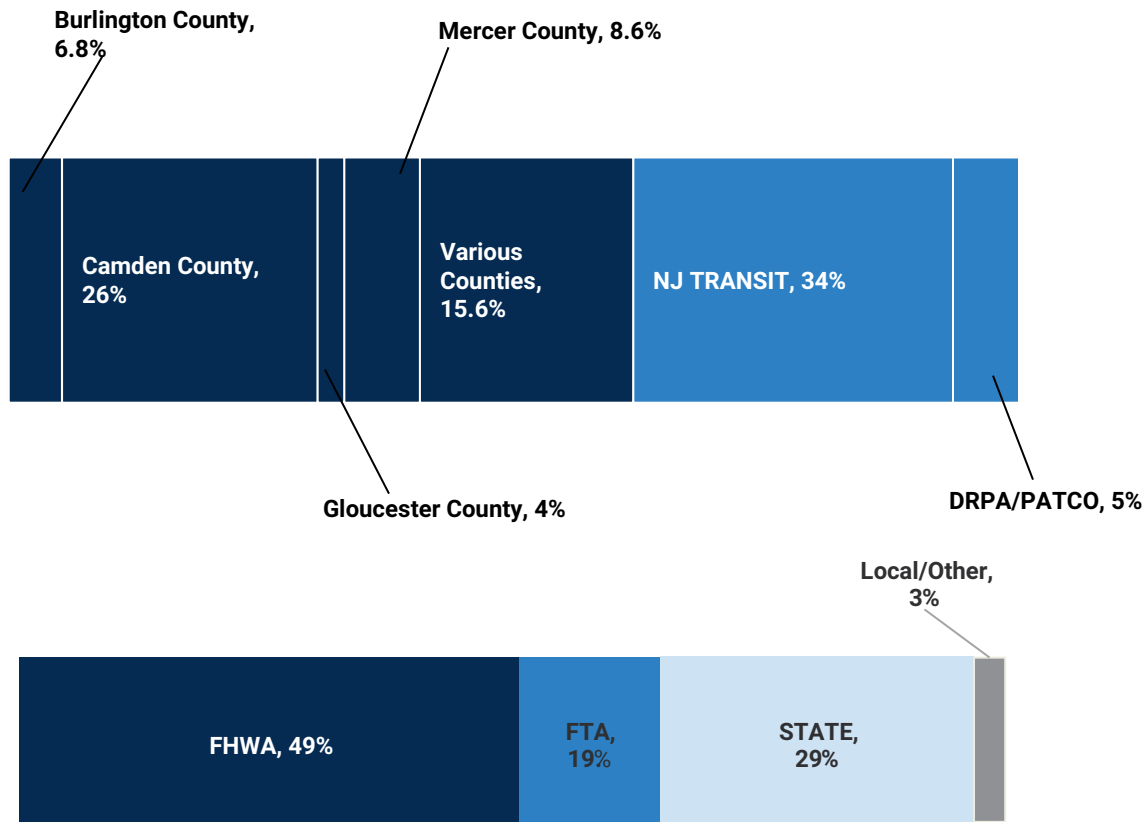


Highway projects: DVRPC (23 percent), North Jersey Transportation Planning Authority (NJTPA) (69 percent), and South Jersey Transportation Planning Organization (SJTPO) (8 percent). This amount excludes “Other” non-public and STATE-DVRPC funds. In addition, 48 percent or \$5.59 billion of the First-Four Years total are for NJDOT-administered projects in the Statewide Program that are not specific to a particular MPO region but would either benefit all three regions or provide direct support to NJDOT. Within NJ TRANSIT’s \$6.1 billion program over the First-Four Years for the state, 11 percent is distributed to transit projects/line items in the DVRPC region; 86 percent is distributed to the NJTPA region; and three percent is distributed to the SJTPO region.

**Figure 2: Summary of Highway and Transit Programs First-Four Years (FY24–FY27) Total Cost (Percentages)**

**BY COUNTY AND TRANSIT OPERATOR**

- Highway Program by County in the DVRPC region (\$1.351 Billion, or 60.7% of the Highway and Transit Programs)
- Transit Program by Operator in the DVRPC region (nearly \$874.763 Million, or 39.2% of the Highway and Transit Programs)



Source: DVRPC, 2023

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

FUND CODE BY PROGRAM	FY24	FY25	FY26	FY27	FIRST-FOUR YEARS (FY24–FY27)	LATER FISCAL YEARS (FY28–FY33)	10-YEARS (FY24–FY33)
<b>HIGHWAY TOTAL</b>	<b>\$348.937</b>	<b>\$274.158</b>	<b>\$364.267</b>	<b>\$364.149</b>	<b>\$1,351.511</b>	<b>\$1,613.547</b>	<b>\$2,965.058</b>
BFP	\$4.900	\$14.825	\$156.107	\$0.00	\$175.957	\$0.00	\$175.957
BFP-OS-BRDG	\$0.300	\$0.00	\$7.650	\$0.00	\$7.950	\$0.00	\$7.950
CMAQ	\$6.044	\$10.324	\$7.190	\$28.760	\$52.319	\$179.236	\$231.555
CR-PHILA	\$2.628	\$2.680	\$2.734	\$2.789	\$10.831	\$17.943	\$28.774
CRRSAA-PHILA	\$6.397	\$0.00	\$0.00	\$0.00	\$6.397	\$0.00	\$6.397
CRRSAA-TRENTON	\$2.102	\$0.00	\$0.00	\$0.00	\$2.102	\$0.00	\$2.102
CR-TRENTON	\$0.677	\$0.691	\$0.705	\$0.719	\$2.792	\$4.625	\$7.417
HSIP	\$4.497	\$10.300	\$3.000	\$3.000	\$20.797	\$18.000	\$38.797
HWIZ919-PHILA	\$1.163	\$0.00	\$0.00	\$0.00	\$1.163	\$0.00	\$1.163
HWIZ919-TRENTON	\$0.300	\$0.00	\$0.00	\$0.00	\$0.300	\$0.00	\$0.300
LOCAL	\$0.100	\$0.00	\$0.100	\$0.00	\$0.200	\$0.200	\$0.400
NHFP-HWY	\$0.00	\$36.011	\$30.232	\$0.00	\$66.243	\$0.00	\$66.243
NHPP	\$220.384	\$83.000	\$42.33	\$222.908	\$568.622	\$802.909	\$1,371.531
OTHER	\$0.00	\$16.400	\$16.400	\$8.200	\$41.000	\$0.00	\$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	\$0.903	\$0.903	\$0.903	\$0.903	\$3.610	\$5.415	\$9.025
FUND CODE BY PROGRAM	FY24	FY25	FY26	FY27	FIRST-FOUR YEARS (FY24–FY27)	LATER FISCAL YEARS (FY28–FY33)	10-YEARS (FY24–FY33)
STATE	\$61.549	\$58.100	\$58.100	\$58.100	\$235.849	\$348.600	\$584.449
STBGP-FLEX	\$3.800	\$11.450	\$3.300	\$5.500	\$24.050	\$24.350	\$48.400
STBGP-PHILA	\$19.977	\$20.376	\$20.784	\$21.199	\$82.336	\$136.403	\$218.739
STBGP-TRENTON	\$5.150	\$4.606	\$5.358	\$5.465	\$20.579	\$35.162	\$55.741
TA-PHILA	\$2.514	\$2.568	\$2.623	\$2.678	\$10.383	\$17.302	\$27.685

TA-TRENTON	\$0.648	\$0.662	\$0.676	\$0.690	\$2.677	\$4.460	\$7.137
<b>FUND CODE BY PROGRAM</b>	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>FIRST-FOUR YEARS (FY24–FY27)</b>	<b>LATER FISCAL YEARS (FY28–FY33)</b>	<b>10-YEARS (FY24–FY33)</b>
<b>DRPA/PATCO TOTAL</b>	<b>\$27.673</b>	<b>\$28.137</b>	<b>\$28.576</b>	<b>\$29.040</b>	<b>\$113.426</b>	<b>\$176.665</b>	<b>\$290.091</b>
DRPA	\$5.535	\$5.628	\$5.716	\$5.809	\$22.688	\$35.359	\$58.047
SECT 5307	\$5.956	\$6.086	\$6.206	\$6.346	\$24.594	\$40.924	\$65.518
SECT 5337	\$15.680	\$15.910	\$16.130	\$16.350	\$64.070	\$96.930	\$161.000
SECT 5340	\$0.502	\$0.513	\$0.524	\$0.535	\$2.074	\$3.452	\$5.526
<b>NJ TRANSIT TOTAL</b>	<b>\$195.434</b>	<b>\$177.513</b>	<b>\$189.260</b>	<b>\$199.130</b>	<b>\$761.337</b>	<b>\$1,478.679</b>	<b>\$2,240.016</b>
ASAP	\$7.843	\$0.00	\$0.00	\$0.00	\$7.843	\$0.00	\$7.843
CASINO REVENUE	\$8.506	\$8.761	\$9.024	\$9.295	\$35.586	\$61.926	\$97.512
CMAQ	\$0.00	\$3.750	\$4.395	\$4.395	\$12.540	\$26.370	\$38.910
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	\$38.484	\$36.645	\$52.154	\$58.584	\$187.866	\$491.701	\$679.567
SECT 5310	\$2.687	\$2.740	\$2.821	\$2.878	\$11.126	\$18.516	\$429.642
SECT 5337	\$17.331	\$18.347	\$20.218	\$19.275	\$75.160	\$124.020	\$199.180
SECT 5339	\$21.403	\$11.201	\$4.759	\$4.900	\$42.262	\$32.591	\$74.853
STATE	\$94.892	\$89.744	\$91.522	\$95.408	\$371.566	\$696.549	\$1,068.115
<b>DVRPC Region Total</b>	<b>\$572.044</b>	<b>\$479.808</b>	<b>\$582.103</b>	<b>\$592.318</b>	<b>\$2,226.274</b>	<b>\$3,268.892</b>	<b>\$5,495.165</b>

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

*Source: DVRPC, 2023*

**This section is intentionally left blank.**

# Funding Abbreviations, per Table 2

## FEDERAL HIGHWAY (FHWA) FUNDING SOURCES

**BFP (Bridge Formula Program):** This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads.

**BFP-OS-BRDG:** This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads. This funding is used for bridges that are off the federal-aid system.

**CMAQ (Congestion Mitigation and Air Quality Improvement Program):** This federal-aid funding category was established under the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) to provide funding for projects that improve air quality and/or relieve congestion without adding new highway capacity. These funds are especially targeted for states, like New Jersey, with serious air quality problems to help meet their Clean Air Act obligations.

**CR (Carbon Reduction Program):** This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions, as well as the development of carbon reduction strategies.

**CRRSAA (Coronavirus Response and Recovery Supplemental Appropriations Act), CRRSAA-PHILA, CRRSAA-TRENTON:** This federal-aid funding category was established by Congress as part of the CRRSAA and appropriated funds by geographic regions (CRRSAA-PHILA for the Philadelphia Urbanized Area (UZA) and CRRSAA-Trenton for the Trenton Urbanized Area in the DVRPC New Jersey region). This funding was rescinded under the Fiscal Responsibility Act of 2023 that was signed into law on June 3, 2023 by the President.

**HSIP (Highway Safety Improvement Program):** This federal-aid funding category was established under SAFETEA-LU with the purpose of significantly reducing traffic fatalities and serious injuries on all public roads in a comprehensive and strategic manner consistent with the State's Strategic Highway Safety Plan.

**HWI (Highway Infrastructure):** This federal-aid funding category was established under CRRSAA, title IV of division M, Public Law (Pub. L.) 116-260. It 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 provided to DVRPC from sources other than Federal and State, including, but not limited to, local autonomous authorities, entities, and governments.

**NHFP-HWY, NHFP-RAIL (National Highway Freight Program):** As established by the FAST Act, the National Highway Freight Program provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). NHFP supports several goals, including: infrastructure and operational

improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.

**NHPP (National Highway Performance Program):** As established by MAP-21, the National Highway Performance Program provides support for the construction of new facilities on the National Highway System (NHS), the condition and performance of the NHS, and achieving performance targets, as set by that State's asset management plan.

**OTHER:** This represents funding provided from other sources, including but not limited to, bi-state and autonomous authorities, private entities, and local governments.

**PL/PL-FTA – Planning (Metropolitan Planning Funds by FHWA/FTA):** A federal-aid funding category that provides funds for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

**RAISE (Rebuilding American Infrastructure with Sustainability and Equity):** U.S. DOT's new competitive discretionary grant program formerly known as BUILD will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs. See [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants) for more details.

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

**STBGP (Surface Transportation Block Grant Program):** A federal funds category established under the Intermodal Surface Transportation Efficiency Act (ISTEA), which encompasses funding made available to areas delineated by geographic boundaries and/or population limits.

**STBGP-OS-BRDG (Surface Transportation Block Grant Program for Off-System Bridges):** This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions. This funding is used for bridges that are off the federal-aid system.

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

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

**TA (Transportation Alternatives Set-Aside):** Consolidates funding from FHWA’s former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs. MAP-21 eliminated the 10 percent set-aside under STP for “transportation enhancements” and replaced it with the “transportation alternatives” program. Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. A competitive process for selection of projects must take place. The fund code was previously designated as TAP and has been broken out by urbanized area (e.g., TA-PHILA, TA-TRENTON) like STBGP funds.

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

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

### **State Highway Funding Sources Abbreviations**

**STATE or TTF:** The “STATE” or “TTF” category is used to show the disposition of funding received from the New Jersey Transportation Trust Fund.

**STATE-DVRPC:** Provides STATE funding from the TTF for use by DVRPC for locally sponsored projects. Various levels of STATE funds were appropriated by the New Jersey State Legislature between FY14 and FY18 because of the MPO exchange of program funds with NJ TRANSIT and NJDOT. In the current DVRPC TIP, two digits associated with this fund code indicate the year that STATE-DVRPC funds were appropriated by the state legislature (e.g., 18-STATE-DVRPC denotes STATE-DVRPC funds that were appropriated in FY18). See Appendix E for detailed information. In this document, STATE-DVRPC funds that expect encumbrance (“obligation” for state funds) in FY2024 or beyond are not counted in the program summary as they were previously appropriated by the state legislature.

### **FEDERAL TRANSIT (FTA) FUNDING SOURCES**

**CMAQ (Congestion Mitigation and Air Quality):** This federal-aid funding category was established under ISTEA to provide funding for projects that improve air quality and/or relieve congestion without adding new highway capacity. These funds are especially targeted for states like New Jersey, with serious air quality problems to help meet their Clean Air Act obligations.

**MATCH:** Local funds that are needed in order to receive a match in federal funding (Job Access and Reverse Commute (JARC) and SECT 5311).

**NJ TURNPIKE:** Funding from the NJ Turnpike Authority.

**SECT 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.

**SECT 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.

**SECT 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.

**SECT 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.

#### **State Transit Funding Sources Abbreviations**

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

## **Phase of Work Abbreviations**

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

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

**CD/LCD (Concept Development):** The Concept Development Phase purpose is to identify and compare reasonable alternatives and strategies that address a well-defined and well-justified Purpose and Need Statement and select a Preliminary Preferred Alternative (PPA). The PPA is selected based on several factors, including environmental impacts, constructability, cost effectiveness, and if the project can be constructed in a timely manner. This phase involves data collection, internal and external stakeholder coordination, and alternatives analysis. Along with the PPA, key products that are produced in this Phase include the Purpose and Need Statement, the National Environmental Policy Act (NEPA) Classification, and the Concept Development Report. CD denotes NJDOT Concept Development Phase; LCD denotes concept



development by a local entity (MPO, county, municipality). For information about NJDOT's Concept Development phase, please visit [www.state.nj.us/transportation/capital/pd/phase\\_cd.shtm](http://www.state.nj.us/transportation/capital/pd/phase_cd.shtm).

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

**DES (Final Design):** The purpose of the Final Design Phase is to produce the project's construction contract documents (i.e., Final Plans, Specifications, and Cost Estimate (PS&E) for use in soliciting bids from prospective contractors and advancing the project to the Construction Phase. This Phase includes the continuation and completion of environmental and engineering tasks initiated in the Preliminary Engineering Phase, such as roadway design, bridge design, right of way and access engineering, utility engineering, environmental permits and clearances, and community outreach. The completion of those tasks will involve various internal and external project stakeholders. Stakeholder coordination ranges from onboard project review meetings with internal offices to efforts with local officials, the general public and other State and federal agencies. Efforts with the public and local officials are guided by a project-specific public involvement action plan. The Final Design Phase is completed when the project is authorized for construction, which initiates the Construction Phase of project delivery.

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

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

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

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

**PE/LPE (Preliminary Engineering):** The 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. PE denotes NJDOT Preliminary Engineering Phase; LCD denotes preliminary engineering by a local entity (MPO, county, municipality).

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

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

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

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

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

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

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

**This section is intentionally left blank.**

# Mapping Application and Listings Overview

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

Different project types, such as intersection improvements, bridge replacements, or new transit facilities, are shown on the Draft TIP Web Map Search Tool by using various colors and symbols. 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. Instead, these projects are listed in a drop-down list under the heading “Draft TIP Projects Not Mapped” and are listed in a table, by their unique project identification number (DB #), on the map under the same heading.

In addition to Draft TIP projects, the Draft TIP Web Map Search Tool includes overlays, such as Planning Centers, Freight Centers, CMP Corridors, and IPD; a “search by address or location” function; and access to additional data sets. 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, and projects with formal TIP Actions on which the DVRPC RTC and Board vote are available via the DVRPC Data Center, [www.dvrpc.org/Data](http://www.dvrpc.org/Data). The DVRPC Data Center 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 (FY24–FY27) 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](http://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

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

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

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

A project denoted with an SD status indicates that it is not a new project but is in the TIP Highway or Statewide Program and Study and Development Program. Finally, projects indicated as RETURN have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the Draft FY2024 TIP for New Jersey.

## Roadmap of a TIP Project Listing

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

**This section is intentionally left blank.**

# Draft DVRPC FY2024 TIP for New Jersey | Project Listings

**Table 3: Highway Program by DB #**

DB #	PROJECT TITLE	DB #	PROJECT TITLE
<b>BURLINGTON COUNTY</b>			
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	17411	CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)
12346	Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Road	18383	Route 73, Granite Avenue to Route 41
12346A	Route 130, CR 545 (Farnsworth Avenue)	<b>21311</b>	<b>Route 295 and Route 38 Interchange Operational Improvements</b> <sup>NEW</sup>
12380	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	D0302	Burlington County Roadway Safety Improvements
<b>13319</b>	<b>Rt 73, Dutch Road to Rt 70</b> <sup>NEW</sup>	D1510	Burlington County Bus Purchase
15321	Route 70, Bridge over Mount Misery Brook	D1601	New Jersey Regional Signal Retiming Initiative
15324	Washington Turnpike, Bridge over West Branch of Wading River	D2018	Bridge No. C4.13 over Parkers Creek on Centerton Road
<b>15353</b>	<b>Route 38 and Lenola Road (CR 608)</b> <sup>NEW</sup>	D2207	Rancocas Creek Greenway, Laurel Run Park (Circuit)
15385	Route 38, Nixon Drive to Route 295 Bridge	D2202	CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement
16335	Route 206, Bridge over Springers Brook		
<b>CAMDEN COUNTY</b>			
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	D0601	Camden County Bus Purchase
11326A	Route 76, Bridges over Route 130	D0410	Camden County Roadway Safety Improvements
11326C	Route 76/676 Bridges and Pavement, Contract 3	D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)
15375	Route 30, Cooper Street to Grove Street	D1913	Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout
15396	Route 168, Route 42 to CR 544 (Evesham Road)	D1914	Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)
15423	ADA South, Contract 4	D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2
<b>16319</b>	<b>Route 30, Gibbsboro Road (CR 686)</b> <sup>NEW</sup>	D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3
16340	Route 130, Bridge over Main Branch of Newton Creek	<b>D2203</b>	<b>CR 551 (Broadway) Elevation, Little Timber Creek to Route 130</b> <sup>NEW</sup>
16342	Route 73 and Ramp G, Bridge over Route 130	<b>D2204</b>	<b>Erial Road and College Drive Intersection</b> <sup>NEW</sup>
18313	Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)	D2208	CR 544 (Evesham Rd), NJ 41 to Schubert Avenue
<b>22320</b>	<b>Systemic Backplate Pilot Program South</b> <sup>NEW</sup>	D2215	Gateway to Downtown Collingswood (TOP)
355E	Route 295/42/I-76, Direct Connection, Contract 4		

<b>GLOUCESTER COUNTY</b>			
12305	Route 47, Grove St. to Route 130, Pavement	D0401	Gloucester County Roadway Safety Improvements
14348	Route 45, Bridge over Woodbury Creek	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)
15302	Route 41 and Deptford Center Road	D2216	Porchtown Road (CR 613) Bridge over Still Run at Iona Lake
<b>18386</b>	<b>Route 44, Barker Avenue to Billingsport Road/Swedestboro (CR 653) <sup>NEW</sup></b>		
<b>MERCER COUNTY</b>			
<b>15301</b>	<b>Route 206, Hilltop Drive <sup>NEW</sup></b>	D0412	Mercer County Roadway Safety Improvements
15317	Route 64, Bridge over Amtrak	D1011	Mercer County Bus Purchase
16336	Route 1B, Bridge over Shabakunk Creek	D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
16339	Route 130, Bridge over Millstone River	D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)
17419	Route 1, Alexander Road to Mapleton Road	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Avenue
18305	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	D2023	Circulation Improvements Around Trenton Transit Center
18353	Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)	L064	Route 206, South Broad Street Bridge over Assunpink Creek
99334	Duck Island Landfill, Site Remediation	17412	North Olden Avenue (CR 622), Bridge over Amtrak
99362	Trenton Amtrak Bridges		
<b>VARIOUS COUNTIES</b>			
01300	Transportation Systems Management and Operations (TSMO)	D2005	Regional Transportation Demand Management (TDM) Program
03304	Bridge Deck/Superstructure Replacement Program	D2305	DVRPC Carbon Reduction Program
04314	Local Safety/ High Risk Rural Roads Program	X065	Local CMAQ Initiatives
06326	Local Concept Development Support	X107	Transportation Alternatives Program
10347	Local Aid Consultant Services	X30A	Metropolitan Planning
11383	Transportation Management Associations	X35A1	Rail-Highway Grade Crossing Program, Federal
D0204	Transportation and Community Development Initiative (TCDI) DVRPC	X41C1	Local County Aid, DVRPC
D026	DVRPC, Future Projects	X51	Pavement Preservation
D0407	Ozone Action Program in New Jersey	X98C1	Local Municipal Aid, DVRPC
D2004	Transportation Operations		

Source: DVRPC, 2023

# Draft DVRPC FY2024 TIP for New Jersey | Project Listings

**Table 4:** Transit Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
<b>NJ TRANSIT</b>			
T05	Bridge and Tunnel Rehabilitation	T210	Transit Enhancements/Transportation Alternatives Program (TAP)/Alternatives Transit Improvements (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
<b>T13</b>	<b>Claims Support</b> <sup>RETURN</sup>	T508	Security Improvements
T135	Preventive Maintenance-Bus	T509	Safety Improvement Program
T143	ADA--Platforms/Stations	T515	Casino Revenue Fund
T150	Section 5310 Program	T53E	Locomotive Overhaul
T151	Section 5311 Program	T55	Other Rail Station/Terminal Improvements
T16	Environmental Compliance	T68	Capital Program Implementation
T20	Immediate Action Program	T88	Study and Development
T951	All Stations Accessibility Program (ASAP)	T95	Light Rail Infrastructure Improvements
		T53G	Rail Fleet Overhaul

Source: DVRPC, 2023

This section is intentionally left blank.



# Draft DVRPC FY2024 TIP for New Jersey | Project Listings

**Table 4 (Continued):** Transit Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
<b>DRPA/PATCO</b>			
D1305	Pedestrian Bridge and Tunnel Rehabilitation	DR2007	PATCO Viaduct Preservation Project
D1911	PATCO Track Resurfacing & Rail Profile Grinding	DR2201	Walt Whitman Bridge NJ Corridor Resurfacing
D1912	Rehabilitation of PATCO Bridges	DR2202	DRPA Systemwide Crash Cushion Attenuating Replacement
DR008	Electrical Cable Replacement	DR2203	PATCO Fare Collection Equipment Upgrades
DR019	Smoke and Fire Control	DR2301	Replacement of Track Ties
DR034	Preventive Maintenance	DR2302	Embankment Restoration, Drainage Improvement & Retaining Walls Rehabilitation
DR036	Transit Enhancements	<b>DR2303</b>	<b>PATCO Lindenwold Shop<sup>NEW</sup></b>
DR15001A	Track Drainage Improvements-Cuthbert & Osage	<b>DR2304</b>	<b>PATCO Substation Improvements<sup>NEW</sup></b>
DR1501	PATCO Interlocking & Track Rehabilitation	<b>DR2305</b>	<b>PATCO Traction Power<sup>NEW</sup></b>
DR1802	Subway Structures Renovation	<b>DR2306</b>	<b>PATCO Signal System<sup>NEW</sup></b>
DR1803	PATCO Station Platform Rehabilitation	<b>DR2307</b>	<b>PATCO Rail Replacement<sup>NEW</sup></b>
DR2006	PATCO Stations Modernizations	<b>DR2308</b>	<b>PATCO Retaining Wall &amp; Embankment Restoration<sup>NEW</sup></b>

Source: DVRPC, 2023

This section is intentionally left blank.

# Draft FY2024 TIP for New Jersey | Project Listings

**Table 5:** Statewide Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
<b>MERCER COUNTY</b>			
15322	Delaware & Raritan Canal Bridges		
<b>VARIOUS COUNTIES</b>			
00377	Ferry Program	14404	Bridge Maintenance and Repair, Movable Bridges
01309	Maritime Transportation System	15343	Intelligent Traffic Signal Systems
01316	Transit Village Program	17341	Bridge Inspection Program, Minor Bridges
01335	Betterments, Dams	17353	Stormwater Asset Management
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	17357	Bridge Maintenance Fender Replacement
03304	Bridge Deck/Superstructure Replacement Program	17358	Bridge Maintenance Scour Countermeasures
03309	Environmental Project Support	17360	Emergency Management and Transportation Security Support
04324	Electrical Load Center Replacement, Statewide	17390	Local Freight Impact Fund
05304	Construction Program IT System (TRNS.PORT)	19315	Aeronautics UAS Program
05340	Right of Way Full-Service Consultant Term Agreements	19332	Vegetation Safety Management Program
05342	Design, Geotechnical Engineering Tasks	19370	Safety Programs
06402	Safe Streets to Transit Program	19600	Smart and Connect Corridors Program
07332	Minority and Women Workforce Training Set-Aside	22319	Sign Structure Replacement Contract 2021-2
08381	Bridge Replacement, Future Projects	22350	Electric Vehicle Infrastructure Program
08387	Local Bridges, Future Needs	22352	Carbon Reduction Program
08415	Airport Improvement Program	22353	PROTECT
09316	Culvert Replacement Program	22355	CMAQ Initiatives, Statewide
09388	Highway Safety Improvement Program Planning	23313	Specified Safety Program
10344	Project Development: Concept Development and Preliminary Engineering	23314	ITS Safety Program
11344	ADA Curb Ramp Implementation	23315	Tunnel Inspection, NTIS
13304	Intelligent Transportation System Resource Center	97008	High-Mast Light Poles
13305	Job Order Contracting Infrastructure Repairs, Statewide	98315	Bridge Emergency Repair
13306	Mobility and Systems Engineering Program	98316	Bridge Scour Countermeasures
13307	Salt Storage Facilities - Statewide	99327A	Resurfacing, Federal
13308	Statewide Traffic Operations and Support Program	99358	Safe Routes to School Program
13323	Bridge Preventive Maintenance	99372	Orphan Bridge Reconstruction
14300	Title VI and Nondiscrimination Supporting Activities	99409	Recreational Trails Program

Source: DVRPC, 2023

# Draft FY2024 TIP for New Jersey | Project Listings

**Table 5 (Continued):** Statewide Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
<b>VARIOUS COUNTIES (NOT SPECIFIC TO ANY MPO REGION) (CONTINUED)</b>			
X03A	Restriping Program & Line Reflectivity Management System	X185	Bicycle & Pedestrian Facilities/Accommodations
X03E	Resurfacing Program	X186	Local Aid, Infrastructure Fund
X07A	Bridge Inspection	X186B	Local Aid, State Transportation Infrastructure Bank
X07F	Bridge and Structure Inspection, Miscellaneous	X197	Disadvantaged Business Enterprise
X10	Program Implementation Costs, NJDOT	X199	Youth Employment and TRAC Programs
X106	Design, Emerging Projects	X200C	New Jersey Scenic Byways Program
X107	Transportation Alternatives Program	X201	Guiderail Upgrade
X10A	Staff Augmentation	X233	Motor Vehicle Crash Record Processing
X11	Unanticipated Design, Right of Way and Construction Expenses, State	X239	Sign Structure Inspection Program
X12	Acquisition of Right of Way	X239A	Sign Structure Rehabilitation/Replacement Program
X126	Transportation Research Technology	X241	Electrical Facilities
X135	Pre-Apprenticeship Training Program for Minorities and Women	X244	Training and Employee Development
X137	Legal Costs for Right of Way Condemnation	X28B	Park and Ride/Transportation Demand Management Program
X140	Planning and Research, State	X29	Physical Plant
X142	DBE Supportive Services Program	X30	Planning and Research, Federal-Aid
X144	Regional Action Program	X34	New Jersey Rail Freight Assistance Program
X15	Equipment (Vehicles, Construction, Safety)	X35A	Rail-Highway Grade Crossing Program, State
X150	State Police Enforcement and Safety Services		
X151	Interstate Service Facilities	X39	Signs Program, Statewide
X152	Rockfall Mitigation	X47	Traffic Signal Replacement
X154	Drainage Rehabilitation and Maintenance, State	X66	Traffic Monitoring Systems
X154D	Drainage Rehabilitation & Improvements	X70	Bridge Management System
X15A	Equipment, Snow and Ice Removal	X72B	Betterments, Roadway Preservation
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal	X72C	Betterments, Safety
X180	Construction Inspection	X75	Environmental Investigations
X182	Utility Reconnaissance and Relocation	X98Z	Local Municipal Aid, Urban Aid

Source: DVRPC, 2023

**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

**DVRPC FY2024 TIP for New Jersey**

**Highway Program**

**Camden**

Project Title

**Draft Version**

DB# 9999

MRPID: 099

NEW

AQCODE: 2035M

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

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

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

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

Project Manager: Belle, Eba Project Manager assigned by NJDOT

IPD: 2

Mileposts: 26.41 - 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)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-FLEX		43.339	37.382	50.677						
CON	STBGP-FLEX		66.661	45.368	59.765	17.250					
Fiscal Year Total			110.000	82.750	110.442	17.250					
		Total First Four Years: 309.192				Total Later Fiscal Years: 17.250					

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

Anticipated project phase

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

Funds are in \$ Millions

\*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, 2023

# 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/Draft](http://www.dvrpc.org/TIP/Draft). 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](http://www.state.nj.us/transportation/capital).

**The public comment period for DVRPC’s Draft FY2024 TIP for New Jersey opens on July 17, 2023, and extends through August 18, 2023, at 5:00 PM (Local Time).**

**Review and submit feedback online at [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft) by the 5:00 PM (local time) August 18th 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](mailto: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 18, 2023. 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](mailto:public_affairs@dvrpc.org). DVRPC invites interested members of the public to attend either or both an in-person meeting or the online public meeting. These meetings are held at different times, providing two opportunities to learn about the Draft TIP and Draft STIP and to submit any written comment about these draft documents. These will be held on the following dates and times:

## IN PERSON

**Monday, July 31, 2023, from 6:00 PM–7:00 PM:**

Located at: Camden County Library System - Riletta L. Cream Ferry Avenue Branch  
852 Ferry Avenue  
Camden, NJ

## ONLINE

**Thursday, August 10, 2023, at 7:00 PM–8:00 PM:**

[Register at https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)

Call-in information: 309 205 3325

Meeting ID: 841 3075 2310

Passcode: 7952pGtV

Registration information is also available on DVRPC’s events calendar at <https://www.dvrpc.org/calendar/2023/8>. 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](mailto:public_affairs@dvrpc.org).

**Table 6: Libraries Displaying the Draft TIP**

<b>BURLINGTON COUNTY</b>		
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	Moorestown Library 111 West Second Street Moorestown, NJ 08057	Burlington County Library– Bordentown Branch 18 East Union Street Bordentown, NJ 08505
<b>CAMDEN COUNTY</b>		
Camden County Library – M. Allan Vogelson Regional Branch 203 Laurel Road Voorhees, NJ 08043	Camden County Library– Gloucester Twp.-Blackwood Rotary Branch 15 South Blackhorse Pike Blackwood, NJ 08012	Camden County Library– Rutgers-Camden Branch 300 North 5th Street Camden, NJ 08102
Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033	Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034	Camden County Library– Riletta L. Cream Ferry Avenue Branch 852 Ferry Avenue Camden, NJ 08104
<b>GLOUCESTER COUNTY</b>		
Monroe Township Public Library 713 Marsha Avenue Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062	Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096
<b>MERCER COUNTY</b>		
Mercer County Library– Lawrence Branch 2751 Brunswick Pike, U.S. Route 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638	
<b>PHILADELPHIA, PENNSYLVANIA</b>		
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped of Philadelphia 919 Walnut Street Philadelphia, PA 19107	

Source: DVRPC, 2023



<b>PUBLICATION TITLE</b>	Highlights of the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24–FY27)
<b>PUBLICATION NUMBER</b>	24004A
<b>DATE PUBLISHED</b>	July 2023
<b>GEOGRAPHIC AREA COVERED</b>	DVRPC New Jersey Region (Burlington, Camden, Gloucester, and Mercer counties)
<b>KEY WORDS</b>	Air Quality, Bike and Pedestrian, Bipartisan Infrastructure Law, BIL, Bridge Off System, Bridge off System, Bridges, CMAQ, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Management Process, Construction, Coronavirus Response and Recovery Supplemental Appropriations Act, CRRSAA, DRPA/PATCO, Environmental Justice, FAST Act, FASTLANE, Federal Transit Administration, Federally Funded Projects, Final Design, Fixing America’s Surface Transportation Act, Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies, FTA, GARVEE, Goods Movement, Highways, Highway Safety Improvement Program, HSIP, Indicators of Potential Disadvantage, Infrastructure Capital, Infrastructure Investment and Jobs Act, IIJA, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Highway Freight Network, National Highway Freight Program, National Highway Performance Program, New Jersey Department of Transportation, NHFN, NHFP, NHPP, NJ TRANSIT, Performance-Based Planning and Programming, Performance Measures, Preliminary Engineering, Public Involvement, Railway-Highway Grade Crossing, Right-of-Way, Safe Routes to School, SAFETEA-LU, STBGP, STP, Surface Transportation Program, Surface Transportation Block Grant Program, Targets, TASA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives Set-A-Side Program, Transportation Equity Act for the 21st Century, Transportation Improvement Program

**ABSTRACT** The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in the DVRPC New Jersey region and the NJDOT managed Statewide Program of projects throughout the State of New Jersey that will seek federal and state funding in federal fiscal years 2024 to 2027. This document also contains the following appendices: (A) Acknowledgment of Board Resolutions; (B) Financial Tables Used in Developing the Program, Including the Statewide TIP (STIP) Introduction; (C) Acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding; (D) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (E) DVRPC Local Program; (F) DVRPC TIP Project Benefit Criteria, (G) Environmental Justice Appendix, and (H) Acknowledgment of Summary of the TIP Public Involvement Process, Public Comments, Original Public Comments, Agency Responses, and List of Recommended Changes. Note that appendices A, C, and H in this draft document are intentionally left blank until DVRPC Board adoption and printing of the Final TIP document.

**STAFF CONTACT**



**Richard Murphy, Jr.**  
 Manager, Office of TIP Development and Maintenance  
 215.238.2946 | [rmurphy@dvrpc.org](mailto:rmurphy@dvrpc.org)  
 190 N Independence Mall West, 8th Floor  
 Philadelphia, PA 19106-1520  
 215.592.1800 | [www.dvrpc.org](http://www.dvrpc.org)

**PROJECT TEAM**

**Alison M. Hastings PP, AICP** Associate Director, Communications and Engagement  
**Alyson Dressman** Capital Project Planner  
**Amani Bey** Planner  
**Angela Rio** Graphic Design and Print Specialist  
**Brad Lane AICP** Principal Transportation Engineer  
**Elizabeth He** Manager, Office of Software Development and Data Operations  
**Elise Turner** Manager, Office of Communications and Engagement  
**Ethan Fogg** Capital Program Coordinator  
**Glenn T. McNichol** Principal GIS Analyst  
**James E. Strangfeld** Manager, Office of Systems and Web Operations  
**Jesse Buerk** Manager, Office of Capital Programs  
**John J. Coscia Jr.** Manager, Office of Transportation Services  
**Kimberly A. Dean** Manager, Office of Creative and Print Services  
**Matthew Brahms** Transportation Planner  
**Matthew T. Gates** Associate Director, Travel Trends and Forecasts  
**Michael Boyer** Director of Regional Planning  
**Richard Murphy, Jr.** Manager, Office of TIP Development and Maintenance  
**Sean Greene** Manager, Office of Freight and Clean Transportation  
**Shoshana Akins** Manager, Public Participation Planning  
**Thomas K. Edinger AICP** Manager, Congestion Management Programs  
**Travis Spotts** Capital Program Coordinator  
**William Friedrichs** Transportation Engineer





DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

190 N Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520  
215.592.1800  
[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)

Connect With Us! [f](#) | [t](#) | [i](#) | [in](#) | [v](#)

Dated: July 17, 2023

Tribal President Shannon Holsey  
Stockbridge-Munsee Community Band of Mohican Indians  
N8476 MohHeConNuck Road  
Bowler, WI 54416  
Sent via email: [shannon.holsey@mohican-nsn.gov](mailto:shannon.holsey@mohican-nsn.gov)

RE: DVRPC releasing four documents for public comment

Dear Tribal President Holsey:

With respect to the special status of Federally Recognized Tribes and Nations, the purpose of this letter is to provide the Stockbridge-Munsee Community Band of Mohican Indians with notice of 30-Day Public Comment Periods for several draft documents per the Federal Highway Administration's regulations, 23 CFR §450.316. DVRPC is opening two overlapping public comment periods for four documents; the first opens on July 17 and closes at 5 PM on August 18, 2023, and the second opens on July 24 and closes at 5 PM on August 25.

With this letter, the Delaware Valley Regional Planning Commission (DVRPC) formally invites your tribal government to contribute comments to the following documents:

- *Draft DVRPC Federal Fiscal Year (FY) 2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27)* ([www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)),
- *Major Amendments to the FY2023 Transportation Improvement Program for Pennsylvania* (<https://www.dvrpc.org/tip/pa/>),
- *Amendment 2 to Connections 2050 Long-Range Plan* ([www.dvrpc.org/plan/](http://www.dvrpc.org/plan/)), and
- *Draft Conformity Determination: 2050 Long-Range Plan, Draft FY2024 Transportation Improvement Program (TIP) for New Jersey, and FY2023 TIP for Pennsylvania* ([www.dvrpc.org/AirQuality/Conformity/](http://www.dvrpc.org/AirQuality/Conformity/))

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.

Additionally, DVRPC will host two public meetings – one in-person and the other online. You are invited to attend.

**In-person on Monday, July 31, 2023 at 6:00 PM to 7:00 PM**

Camden County Library System – Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave, Camden, NJ 08104

**Online on Thursday, August 10, 2023 at 7:00 PM to 8:00 PM**

Registration via: [https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)  
or by joining via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

The TIP, also known as a short-range plan, includes all transportation projects in the regional planning area that anticipate using federal transportation funding within the four-year period. For this public comment period, we are accepting comments on the full TIP for New Jersey and Major Amendments to the current TIP for Pennsylvania to account for several new projects. When transportation projects advance past the planning phase of project development, you will be consulted during the Section 106 of National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA) consultation processes consistent with New Jersey Department of Transportation (NJDOT), Pennsylvania Department of Transportation (PennDOT), and the Federal Highway Administration (FHWA) policies. This project-specific outreach during Section 106 and NEPA consultation will occur regardless of your participation in this current Public Comment Period.

The Amendment to Connections 2050, the region's Long-Range Plan, accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects. The *Connections 2050* Long-Range Plan details the long-term vision for Greater Philadelphia and contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects.

The Conformity Determination is required due to amendments to the Long-Range Plan for significant changes to the cost, scope or funding status for thirteen different Major Regional Projects, the addition of several regionally significant projects to the TIP for Pennsylvania, and the *Draft FY2024 TIP for New Jersey*.

Hard copies of these documents can be sent upon request. If you would like to make a comment, please contact me at [ahastings@dvrpc.org](mailto:ahastings@dvrpc.org) or 215/238-2929. We also accept comments by mail, sent to the attention of the Office of Communications and Engagement. I will coordinate with our federal and state partners and the appropriate staff.

The public notices for these public comment periods are included in this notification for your information. Following these public comment periods, all comments and questions will be taken into consideration. A full summary of the process, comments and responses will be made available in September or October of 2023.

If you have any questions, concerns, or suggestions about notification to the Tribes and Nations or the public commenting process, please contact me at [ahastings@dvrpc.org](mailto:ahastings@dvrpc.org) or 215/238-2929.

Sincerely,

Alison Hastings, PP/AICP  
Associate Director, Communications & Engagement  
Delaware Valley Regional Planning Commission  
[ahastings@dvrpc.org](mailto:ahastings@dvrpc.org)  
Sent via email

Enclosures

CC: Tribal Historic Preservation Officer, Stockbridge-Munsee Community Band of Mohican Indians  
Shoshana Akins, Amani Bey, Jesse Buerke, Jackie Davis, Patty Elkis, Sean Greene,  
Ariella Maron, Rick Murphy, Elise Turner, DVRPC;  
Michael Russo, Pam Garrett, NJDOT;  
Sutapa Bandyopadhyay, Jason Simmons, FHWA-NJ;  
Larry Shifflet, Jim Mosca, PennDOT; and  
Jen Crobak, FHWA-PA, Gene Porochniak, FHWA-PA

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
ANNOUNCES FOR PUBLIC REVIEW:**

*Draft Conformity Determination: Connections 2050 Long-Range Plan, Draft FY2024 TIP for New Jersey and FY2023 TIP for Pennsylvania*

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period for the *Draft Conformity Determination: 2050 Long-Range Plan, Draft FY2024 Transportation Improvement Program (TIP) for New Jersey*, and *FY2023 TIP for Pennsylvania*. DVRPC will accept comments from Monday, July 24 until Friday, August 25, 2023 at 5:00 PM local time.

An electronic version of the Draft Conformity Determination is available online at [www.dvrpc.org/AirQuality/Conformity/](http://www.dvrpc.org/AirQuality/Conformity/). If requested, the draft Conformity Determination can be translated into alternative formats or languages.

This Conformity Determination is required due to amendments to the Long-Range Plan for significant changes to the cost, scope or funding status for thirteen different Major Regional Projects, the addition of several regionally significant projects to the TIP for Pennsylvania, and the *Draft FY2024 TIP for New Jersey*. These documents are also out for public comment. A Conformity Determination is conducted to ensure transportation investments conform to the federal Clean Air Act, and demonstrate that a proposed plan or project will not negatively impact a region's ability to meet or maintain federal air quality standards.

DVRPC is hosting two public meetings on these documents. These meetings will also include presentations on Amendment 2 of the Long-Range Plan, Amendments to the PA TIP, and the DRAFT FY2024 TIP for NJ, which have an overlapping public comment period. To reach as many people as possible, one meeting will be held in person and one will be held online.

**In-person meeting:**

**Monday, July 31, 2023 at 6:00 PM to 7:00 PM**

Camden County Library System --  
Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave  
Camden, NJ

**Online meeting:**

**Thursday, August 10, 2023 at 7:00 PM to 8:00 PM**

Registration via: [https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)  
or by visiting DVRPC's events calendar at: [www.dvrpc.org/calendar/2023/8](http://www.dvrpc.org/calendar/2023/8).

After registering, you will receive a confirmation email containing information about joining the webinar.

To join via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

Interpretation can be provided for either meeting if requested. Please reach out to [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-2929.

Public comments must be submitted in writing in order to be incorporated into the public record. Comments can be submitted:

- Electronically through a form available at: [www.dvrpc.org/AirQuality/Conformity/](http://www.dvrpc.org/AirQuality/Conformity/)
- By Email: [airconformity@dvrpc.org](mailto:airconformity@dvrpc.org)
- By Mail:



- Conformity Comments  
c/o DVRPC Office of Communications and Engagement  
190 N. Independence Mall West, 8th Fl.  
Philadelphia, PA 19106-1520

If you are unable to submit comments in these ways, please contact DVRPC's Office of Communications and Engagement at 215-238-2929 or [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) for assistance.

**DVRPC must receive comments for the Draft Conformity by 5:00 PM (local time) on August 25, 2023. Comments received via mail must be postmarked by August 25, 2023. Responses will not be provided unless comments are submitted in writing during the public comment period.** After consideration of public comment, the DVRPC Board may adopt the conformity determination with any recommended changes at its September Board meeting.

*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](http://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 by calling (215) 238-2929. 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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto: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/](http://www.dvrpc.org/Business/).

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
ANNOUNCES FOR PUBLIC REVIEW:**

Draft DVRPC FY2024 Transportation Improvement Program for New Jersey (FY24-FY27),  
Draft FY2024 Statewide TIP for New Jersey for NJDOT and NJ TRANSIT,  
Major Amendments to the FY2023 TIP for Pennsylvania,  
And  
Draft Amendment 2 to *Connections 2050* Long-Range Plan

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the *following documents*:

- *Draft DVRPC Federal Fiscal Year (FY) 2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27),*
- *The State of New Jersey's Draft FY2024 Statewide Transportation Improvement Program (STIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT),*
- *Major Amendments to the FY2023 Transportation Improvement Program for Pennsylvania, and*
- *Amendment 2 to Connections 2050 Long-Range Plan.*

DVRPC will accept comments on all four draft documents from July 17, 2023 until August 18, 2023 at 5:00 PM local time.

Electronic versions of the documents are available at:

- DVRPC Draft FY2024 TIP for New Jersey at <https://www.dvrpc.org/TIP/Draft>.
- The Draft FY2024 STIP is available at [www.state.nj.us/transportation/capital](http://www.state.nj.us/transportation/capital).
- [Major Amendment to FY2023 TIP for Pennsylvania](https://www.dvrpc.org/tip/pa/) at <https://www.dvrpc.org/tip/pa/>.
- *Draft Amendment 2 to Connections 2050 Plan* is available at [www.dvrpc.org/plan/](http://www.dvrpc.org/plan/).

If requested, any of these documents can be translated into an alternative format or language.

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.

The *Connections 2050* Long-Range Plan details the long-term vision for Greater Philadelphia including principles, goals, and key policies and strategies to achieve the vision. It also contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 2 accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects.



DVRPC is hosting two public meetings on these documents. These meetings will also include a presentation on the Draft Transportation Conformity Demonstration, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held in person and one will be held online.

**In-person meeting:**

**Monday, July 31, 2023 at 6:00 PM to 7:00 PM**

Camden County Library System --

Riletta L. Cream Ferry Ave Branch

852 Ferry Ave

Camden, NJ

Interpretation can be provided if requested. Please reach out to [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-2929.

**Online meeting:**

**Thursday, August 10, 2023 at 7:00 PM to 8:00 PM**

Registration via: [https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)

or by visiting DVRPC's events calendar at: [www.dvrpc.org/calendar/2023/8](http://www.dvrpc.org/calendar/2023/8).

After registering, you will receive a confirmation email containing information about joining the webinar.

To join via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

**Written comments and questions must be submitted in the following ways listed below:**

Electronically through a web application available at:

- Draft NJ TIP and Statewide STIP: [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)

By Email:

- Draft NJ TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- Major Amendments to the PA TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- LRP Amendment Comments: [LRP@dvrpc.org](mailto:LRP@dvrpc.org)

By Mail:

- Public Comments  
c/o DVRPC Office of Communications and Engagement  
190 N. Independence Mall West, 8th Fl.  
Philadelphia, PA 19106-1520

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](mailto:public_affairs@dvrpc.org).

**DVRPC must receive comments for the Draft TIP, Draft STIP, and Draft Amendment 2 documents by 5:00 PM (local time) on August 18, 2023. Comments received via mail must**

**be postmarked by August 18, 2023. 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](http://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 by calling (215) 238-2929. 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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto: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/](http://www.dvrpc.org/Business/).

# LOCALiQ

Erie Times-News | The Intelligencer  
Bucks County Courier Times  
The Daily American | Beaver County Times  
Pocono Record | Burlington County Times

PO Box 631202 Cincinnati, OH 45263-1202

## **PROOF OF PUBLICATION**

Alison Hastings  
ATTN: JANE MECONI, AICP  
Delaware Valley Reg Plan Comm  
190 N Independence MALL W # 8  
Philadelphia PA 19106-1556

### **STATE OF NEW JERSEY, COUNTY OF BURLINGTON**

The Burlington County Times, a newspaper printed and published and of general circulation in the County of Burlington, State of New Jersey, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

07/17/2023

and that the fees charged are legal.

Sworn to and subscribed before on 07/17/2023

Micole Jacobs  
Legal Clerk

Amy Kokott  
Notary, State of WI, County of Brown

6/30/2025  
My commission expires

Publication Cost: \$116.72  
Order No: 9038587 # of Copies:  
Customer No: 799933 1  
PO #:

**THIS IS NOT AN INVOICE!**

*Please do not use this form for payment remittance.*

AMY KOKOTT  
Notary Public  
State of Wisconsin

THE DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION  
ANNOUNCES FOR PUBLIC  
REVIEW:

Draft DVRPC FY2024  
Transportation Improvement  
Program for New Jersey (FY24-  
FY27),  
Draft FY2024 Statewide TIP for  
New Jersey for NJDOT and NJ  
TRANSIT,  
Major Amendments to the FY2023  
TIP for Pennsylvania,  
And  
Draft Amendment 2 to Connections  
2050 Long-Range Plan

The Delaware Valley Regional  
Planning Commission (DVRPC) is  
opening a public comment period to  
seek your input on the following  
documents:

- Draft DVRPC Federal Fiscal Year  
(FY) 2024 Transportation  
Improvement Program (TIP) for  
New Jersey (FY24-FY27).

- The State of New Jersey's Draft  
FY2024 Statewide Transportation  
Improvement Program (STIP) for  
the New Jersey Department of  
Transportation (NJDOT) and New  
Jersey Transit Corporation (NJ  
TRANSIT),

- Major Amendments to the FY2023  
Transportation Improvement  
Program for Pennsylvania, and

- Amendment 2 to Connections 2050  
Long-Range Plan.

DVRPC will accept comments on all  
four draft documents from July 17,  
2023 until August 18, 2023 at 5:00 PM  
local time.

Electronic versions of the  
documents are available at:

- DVRPC Draft FY2024 TIP for New  
Jersey at [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft).

- The Draft FY2024 STIP is  
available at  
[www.state.nj.us/transportation/capit](http://www.state.nj.us/transportation/capitol/)  
al [?].

- Major Amendment to FY2023 TIP  
for Pennsylvania at  
<https://www.dvrpc.org/tip/pa/>

- Draft Amendment 2 to Connections  
2050 Plan is available at  
[www.dvrpc.org/plan/](http://www.dvrpc.org/plan/).

If requested, any of these documents  
can be translated into an alternative  
format or language.

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.

The Connections 2050 Long-Range  
Plan details the long-term vision for  
Greater Philadelphia including  
principles, goals, and key policies  
and strategies to achieve the vision.  
It also contains a fiscally  
constrained financial plan and  
project list for transportation  
investments throughout the region.  
In between four-year update cycles,  
the Plan is occasionally amended to  
account for significant changes to  
the cost or scope of Major Regional  
Projects. Amendment 2 accounts for  
significant changes to the cost,  
scope, or funding status for thirteen  
different Major Regional Projects.

DVRPC is hosting two public  
meetings on these documents. These  
meetings will also include a  
presentation on the Draft  
Transportation Conformity  
Demonstration, which will have an  
overlapping public comment period.  
To reach as many people as  
possible, one meeting will be held in  
person and one will be held online.

In-person meeting:  
Monday, July 31, 2023 at 6:00 PM to  
7:00 PM

Camden County Library System –  
Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave  
Camden, NJ

Interpretation can be provided if  
requested. Please reach out to  
[public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-  
2929.

Online meeting:  
Thursday, August 10, 2023 at 7:00  
PM to 8:00 PM

Registration via:  
[https://dvrpc.zoom.us/webinar/regis](https://dvrpc.zoom.us/webinar/register/WN_wlRWb1ljRaaAPIC_aCNByg)  
[ter/WN\\_wlRWb1ljRaaAPIC\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb1ljRaaAPIC_aCNByg)  
or by visiting DVRPC's events  
calendar at:  
[www.dvrpc.org/calendar/2023/8](http://www.dvrpc.org/calendar/2023/8).

After registering, you will receive a confirmation email containing information about joining the webinar.

To join via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310  
Written comments and questions must be submitted in the following ways listed below:

Electronically through a web application available at:  
- Draft NJ TIP and Statewide STIP:  
[www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)

By Email:  
- Draft NJ TIP Comments:  
[TIP@dvrpc.org](mailto:TIP@dvrpc.org)  
- Major Amendments to the PA TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)  
- LRP Amendment Comments:  
[LRP@dvrpc.org](mailto:LRP@dvrpc.org)

By Mail:  
- Public Comments  
c/o DVRPC Office of  
Communications and Engagement  
190 N. Independence Mall West, 8th  
Fl.  
Philadelphia, PA 19106-1520

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](mailto:public_affairs@dvrpc.org).

DVRPC must receive comments for the Draft TIP, Draft STIP, and Draft Amendment 2 documents by 5:00 PA (local time) on August 18, 2023. Comments received via mail must be postmarked by August 18, 2023. 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](http://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 by calling (215) 238-2929. 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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto: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/](http://www.dvrpc.org/Business/).

**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.:** 0005764141  
**Pymt Method:** Invoice  
**Order Amt:** 149.22

**Run Times:** 1

**No. of Affidavits:** 1

**Run Dates:** 07/17/23

**Text of Ad:**

**THE DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION  
ANNOUNCES FOR PUBLIC  
REVIEW:**

Draft DVRPC FY2024  
Transportation Improvement  
Program for New Jersey  
(FY24-FY27),  
Draft FY2024 Statewide TIP for  
New Jersey for NJDOT and NJ  
TRANSIT,  
Major Amendments to the  
FY2023 TIP for Pennsylvania,  
And  
Draft Amendment 2 to  
*Connections 2050 Long-Range  
Plan*

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the following documents:

- *Draft DVRPC Federal Fiscal Year (FY) 2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27),*
- *The State of New Jersey's Draft FY2024 Statewide Transportation Improvement Program (STIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT),*
- *Major Amendments to the FY2023 Transportation Improvement Program for Pennsylvania, and*
- *Amendment 2 to Connections 2050 Long-Range Plan.*

DVRPC will accept comments on all four draft documents from July 17, 2023 until August 18, 2023 at 5:00 PM local time.

Electronic versions of the documents are available at:  
- DVRPC Draft FY2024 TIP for New Jersey at [www.dvrpc.org/TI](http://www.dvrpc.org/TI)

P/Draft.

- The Draft FY2024 STIP is available at [www.state.nj.us/transportation/capital](http://www.state.nj.us/transportation/capital) [??].
- Major Amendment to FY2023 TIP for Pennsylvania at <https://www.dvrpc.org/tip/pa/>
- Draft Amendment 2 to Connections 2050 Plan is available at [www.dvrpc.org/plan/](http://www.dvrpc.org/plan/).

If requested, any of these documents can be translated into an alternative format or language.

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.

The *Connections 2050 Long-Range Plan* details the long-term vision for Greater Philadelphia including principles, goals, and key policies and strategies to achieve the vision. It also contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 2 accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects.

DVRPC is hosting two public meetings on these documents. These meetings will also include a presentation on the Draft Transportation Conformity Demonstration, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held in person and one will be held online.

**In-person meeting:**

**Monday, July 31, 2023 at 6:00 PM to 7:00 PM**

Camden County Library System

--  
Riletta L. Cream Ferry Ave  
Branch  
852 Ferry Ave  
Camden, NJ

Interpretation can be provided if requested. Please reach out to [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-2929.

**Online meeting:**

**Thursday, August 10, 2023 at 7:00 PM to 8:00 PM**

Registration via: [https://dvrpc.zoom.us/webinar/register/WN\\_Wb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_Wb11jRaqAP1C_aCNByg)

or by visiting DVRPC's events calendar at [www.dvrpc.org/calendar](http://www.dvrpc.org/calendar)



calendar at: [www.dvrpc.org/calendar/2023/8](http://www.dvrpc.org/calendar/2023/8).

After registering, you will receive a confirmation email containing information about joining the webinar.

To join via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

**Written comments and questions must be submitted in the following ways listed below:**

Electronically through a web application available at:

- Draft NJ TIP and Statewide STIP: [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)

By Email:

- Draft NJ TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)

- Major Amendments to the PA TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)

- LRP Amendment Comments: [LRP@dvrpc.org](mailto:LRP@dvrpc.org)

By Mail:

- Public Comments  
c/o DVRPC Office of Communications and Engagement

190 N. Independence Mall West,  
8th Fl.

Philadelphia, PA 19106-1520

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](mailto:public_affairs@dvrpc.org).

**DVRPC must receive comments for the Draft TIP, Draft STIP, and Draft Amendment 2 documents by 5:00 PM (local time) on August 18, 2023. Comments received via mail must be postmarked by August 18, 2023. 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](http://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 by calling (215) 238-2929. 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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto: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/](http://www.dvrpc.org/Business/).  
(\$119.22)

# The Philadelphia Inquirer

100 S. INDEPENDENCE MALL W, STE 600, PHILADELPHIA, PA 19106

## Affidavit of Publication

On Behalf of:

DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
190 N. Independence Mall West  
8th Floor  
PHILADELPHIA, PA 19106

STATE OF PENNSYLVANIA COUNTY OF PHILADELPHIA:

Before the undersigned authority personally appeared the undersigned who, on oath represented a and say: that I am an employee of The Philadelphia Inquirer, LLC, and am authorized to make this affidavit of publication, and being duly sworn, I depose and say:

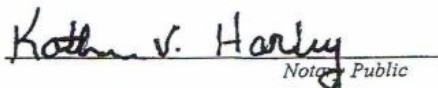
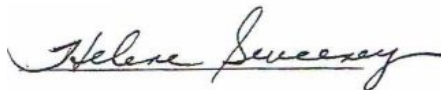
1. The Philadelphia Inquirer, LLC is the publisher of the Philadelphia Inquirer, with its headquarters at 100 S. Independence Mall West, Suite 600, Philadelphia, PA 19106.
2. The Philadelphia Inquirer is a newspaper that which was established in in the year 1829, since which date said daily newspaper has been continuously published and distributed daily in the City of Philadelphia, count and state aforesaid.
3. The printed notice or publication attached hereto set forth on attached hereto was published in all regular print editions of The Philadelphia Inquirer on

### Legal Notices

as published in [Inquirer Legals](#) in the issue(s) of:

7/17/2023

4. Under oath, I state that the following is true and correct, and that neither I nor The Philadelphia Inquirer, LLC have any interest in the subject matter of the aforesaid notice or advertisement.



Notary Public

My Commission Expires:

Commonwealth of Pennsylvania - Notary Seal  
KATHERINE V. HARLEY, Notary Public  
Philadelphia County  
My Commission Expires May 25, 2025  
Commission Number 1312829

Ad No: 140259

Customer No: 102651

## COPY OF ADVERTISEMENT

### THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION

#### ANNOUNCES FOR PUBLIC REVIEW:

Draft DVRPC FY2024 Transportation Improvement Program for New Jersey (FY24-FY27),  
Draft FY2024 Statewide TIP for New Jersey for NJDOT and NJ TRANSIT,  
Major Amendments to the FY2023 TIP for Pennsylvania, And  
Draft Amendment 2 to Connections 2050 Long-Range Plan

**The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the following documents:**

- Draft DVRPC Federal Fiscal Year (FY) 2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27),
- The State of New Jersey's Draft FY2024 Statewide Transportation Improvement Program (STIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT),
- Major Amendments to the FY2023 Transportation Improvement Program for Pennsylvania, and
- Amendment 2 to Connections 2050 Long-Range Plan.

**DVRPC will accept comments on all four draft documents from July 17, 2023 until August 18, 2023 at 5:00 PM local time.**

Electronic versions of the documents are available at:

- DVRPC Draft FY2024 TIP for New Jersey at [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft).
- The Draft FY2024 STIP is available at [www.state.nj.us/transportation/capital](http://www.state.nj.us/transportation/capital) [??].
- Major Amendment to FY2023 TIP for Pennsylvania at <https://www.dvrpc.org/tip/pa/>
- Draft Amendment 2 to Connections 2050 Plan is available at [www.dvrpc.org/plan/](http://www.dvrpc.org/plan/).

If requested, any of these documents can be translated into an alternative format or language.

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.

The Connections 2050 Long-Range Plan details the long-term vision for Greater Philadelphia including principles, goals, and key policies and strategies to achieve the vision. It also contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 2 accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects.

## Proposal / Confirmation

# The Philadelphia Inquirer

100 S. INDEPENDENCE MALL W, STE 600, PHILADELPHIA, PA 19106

Campaign No. 61288  
 Today's Date 7/7/2023  
 P.O. Number Transportation Valley Regional Planning Commission  
 Sales Rep Nancy Fisher

### Bill-To

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
 190 N. Independence Mall West  
 8th Floor  
 PHILADELPHIA, PA 19106  
 Tel: 215 592-1800  
 Account No: 102651

### Advertiser

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
 190 N. Independence Mall West  
 8th Floor  
 PHILADELPHIA, PA 19106  
 Tel: 215 592-1800  
 Account No: 102651

### Campaign Summary

Description Line Transportation Improvement Program  
 Start Date 7/17/2023  
 End Date 7/17/2023

### Cost Summary

Total Amount \$3,229.89

### Pre-Payment Details

Reference No.	Date	Masked Card No.	Auth. No.	Pre-Payment Amount
No Pre-Payments on this order				

### Additional Details

Order Contact Name \_\_\_\_\_  
 Order Status Reserved 3  
 Production Controller \_\_\_\_\_  
 Brand Name Legal Sales  
 Comments \_\_\_\_\_

### Print

Product / PO#	Section / Position	Classified Tree	Start	End	Line ID	Material Status	Color	Ad Size(s)	Qty	Rate	Net Amount
Inquirer Legals		Legals	7/17/2023	7/17/2023	140259			70.434 Agate Lines by 2 Column(s)	147	\$ 469,648.83	\$ 3,194.89
Legal Affidavit		Legals	7/17/2023	7/17/2023	140260				1	\$ 35.00	\$ 35.00

 **The Philadelphia Tribune**

STATE OF PENNSYLVANIA

COUNTY OF PHILADELPHIA

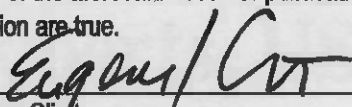
Eugene Cliett, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16<sup>th</sup> Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

July 13, 14

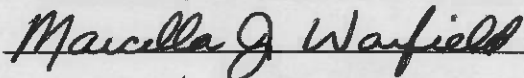
AD 2023

Affiant further deposes and says that he is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that he 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

  
Eugene Cliett

Sworn to and subscribed before me  
this 14 day of July 2023



Commonwealth of Pennsylvania - Notary Seal  
Marcella J Warfield, Notary Public  
Philadelphia County  
My commission expires September 28, 2026  
Commission number 1427022

STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission  
190 N. Independence Mall West  
8th Floor  
Philadelphia, PA 19106-1520

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of  
advertising attached hereto on the above dates

\$ \_\_\_\_\_

PUBLISHERS RECEIPT FOR ADVERTISING COST  
The Philadelphia Tribune Co., Inc.

Publishers of The Philadelphia Tribune hereby acknowledge receipt of the aforesaid advertising and advertising costs, and certified that the same has been fully paid.

OFFICE: The Philadelphia Tribune Co.,  
520 S. 16th Street  
Philadelphia PA 19146  
Phone: 215-893-5700

The Philadelphia Tribune Co.,  
Fax: 215 735-3612

PUBLIC NOTICE

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
ANNOUNCES FOR PUBLIC REVIEW:

Draft DVRPC FY2024 Transportation Improvement Program for New Jersey (FY24-FY27),  
Draft FY2024 Statewide TIP for New Jersey for NJDOT and NJ TRANSIT,  
Major Amendments to the FY2023 TIP for Pennsylvania,  
And  
Draft Amendment 2 to Connections 2050 Long-Range Plan

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the following documents:

- Draft DVRPC Federal Fiscal Year (FY) 2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27),
- The State of New Jersey's Draft FY2024 Statewide Transportation Improvement Program (STIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT),
- Major Amendments to the FY2023 Transportation Improvement Program for Pennsylvania, and
- Amendment 2 to Connections 2050 Long-Range Plan.

DVRPC will accept comments on all four draft documents from July 17, 2023 until August 18, 2023 at 5:00 PM local time.

Electronic versions of the documents are available at:

- DVRPC Draft FY2024 TIP for New Jersey at [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft).
- The Draft FY2024 STIP is available at [www.state.nj.us/transportation/capital](http://www.state.nj.us/transportation/capital) [??].
- Major Amendment to FY2023 TIP for Pennsylvania at <https://www.dvrpc.org/tip/pa/>
- Draft Amendment 2 to Connections 2050 Plan is available at [www.dvrpc.org/plan/](http://www.dvrpc.org/plan/).

If requested, any of these documents can be translated into an alternative format or language.

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.

The Connections 2050 Long-Range Plan details the long-term vision for Greater Philadelphia including principles, goals, and key policies and strategies to achieve the vision. It also contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 2 accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects.

DVRPC is hosting two public meetings on these documents. These meetings will also include a presentation on the Draft Transportation Conformity Demonstration, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held in person and one will be held online.

In-person meeting:

Monday, July 31, 2023 at 6:00 PM to 7:00 PM  
Camden County Library System --  
Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave  
Camden, NJ

Interpretation can be provided if requested. Please reach out to [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-2929.

Online meeting:

Thursday, August 10, 2023 at 7:00 PM to 8:00 PM

Registration via: [https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)

or by visiting DVRPC's events calendar at: [www.dvrpc.org/calendar/2023/8](http://www.dvrpc.org/calendar/2023/8).

After registering, you will receive a confirmation email containing information about joining the webinar.

To join via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

Written comments and questions must be submitted in the following ways listed below:

Electronically through a web application available at:

- Draft NJ TIP and Statewide STIP: [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)

By Email:

- Draft NJ TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- Major Amendments to the PA TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- LRP Amendment Comments: [LRP@dvrpc.org](mailto:LRP@dvrpc.org)

By Mail:

- Public Comments  
c/o DVRPC Office of Communications and Engagement  
190 N. Independence Mall West, 8th Fl.  
Philadelphia, PA 19106-1520

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](mailto:public_affairs@dvrpc.org).

DVRPC must receive comments for the Draft TIP, Draft STIP, and Draft Amendment 2 documents by 5:00 PM (local time) on August 18, 2023. Comments received via mail must be postmarked by August 18, 2023. 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](http://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 by calling (215) 238-2929. 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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto: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/](http://www.dvrpc.org/Business/).

Cost: \$229.71      7/17/2023    1T    (10698073)



THE DELAWARE VALLEY REGIONAL PLANNING  
COMMISSION  
ANNOUNCES FOR PUBLIC REVIEW:  
Draft DVRPC FY2024 Transportation Improve-  
ment Program for New Jersey (FY24-FY27),  
Draft FY2024 Statewide TIP for New Jersey for  
NJDOT and NJ TRANSIT,  
Major Amendments to the FY2023 TIP for  
Pennsylvania,  
And  
Draft Amendment 2 to Connections 2050  
Long-Range Plan

The Delaware Valley Regional Planning Com-  
mission (DVRPC) is opening a public comment  
period to seek your input on the following  
documents:

- Draft DVRPC Federal Fiscal Year (FY) 2024  
Transportation Improvement Program (TIP)  
for New Jersey (FY24-FY27),
- The State of New Jersey's Draft FY2024  
Statewide Transportation Improvement  
Program (STIP) for the New Jersey Depart-  
ment of Transportation (NJDOT) and New  
Jersey Transit Corporation (NJ TRANSIT),
- Major Amendments to the FY2023 Trans-  
portation Improvement Program for Penn-  
sylvania, and
- Amendment 2 to Connections 2050 Long-  
Range Plan.

DVRPC will accept comments on all four draft  
documents from July 17, 2023 until August 18,  
2023 at 5:00 PM local time.

Electronic versions of the documents are  
available at:

- DVRPC Draft FY2024 TIP for New Jersey at  
[www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft).
- The Draft FY2024 STIP is available at [www.  
state.nj.us/transportation/capital](http://www.state.nj.us/transportation/capital) [??].
- Major Amendment to FY2023 TIP for Penn-  
sylvania at <https://www.dvrpc.org/tip/pa/>
- Draft Amendment 2 to Connections 2050  
Plan is available at [www.dvrpc.org/plan/](http://www.dvrpc.org/plan/).

If requested, any of these documents can be  
translated into an alternative format or lan-  
guage.

The TIP represents the region's federally fund-  
ed transportation improvement priorities and  
is required by federal law in order for the re-  
gion to be eligible to receive and spend feder-  
al transportation funds. The TIP also includes  
non-federally funded projects that are region-  
ally significant in order to provide a broad pic-  
ture of the region's transportation improve-  
ments.

The Connections 2050 Long-Range Plan de-  
tails the long-term vision for Greater Philadel-  
phia including principles, goals, and key poli-  
cies and strategies to achieve the vision. It al-  
so contains a fiscally constrained financial  
plan and project list for transportation invest-  
ments throughout the region. In between  
four-year update cycles, the Plan is occasion-  
ally amended to account for significant  
changes to the cost or scope of Major Region-  
al Projects. Amendment 2 accounts for signifi-  
cant changes to the cost, scope, or funding  
status for thirteen different Major Regional  
Projects.

DVRPC is hosting two public meetings on  
these documents. These meetings will also in-  
clude a presentation on the Draft Transporta-  
tion Conformity Demonstration, which will  
have an overlapping public comment period.  
To reach as many people as possible, one  
meeting will be held in person and one will be  
held online.

In-person meeting:  
Monday, July 31, 2023 at 6:00 PM to 7:00 PM  
Camden County Library System --  
Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave  
Camden, NJ  
Interpretation can be provided if requested.  
Please reach out to [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org)  
or 215-238-2929.

Online meeting:  
Thursday, August 10, 2023 at 7:00 PM to 8:00

PM

Registration via: [https://dvrpc.zoom.us/join/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/join/register/WN_wlRWb11jRaqAP1C_aCNByg) or by visiting DVRPC's events calendar at: [www.dvrpc.org/calendar/2023/8](http://www.dvrpc.org/calendar/2023/8).

After registering, you will receive a confirmation email containing information about joining the webinar.

To join via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

Written comments and questions must be submitted in the following ways listed below:

Electronically through a web application available at:

- Draft NJ TIP and Statewide STIP: [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)

By Email:

- Draft NJ TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- Major Amendments to the PA TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- LRP Amendment Comments: [LRP@dvrpc.org](mailto:LRP@dvrpc.org)

By Mail:

- Public Comments  
c/o DVRPC Office of Communications and Engagement  
190 N. Independence Mall West, 8th Fl.  
Philadelphia, PA 19106-1520

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](mailto:public_affairs@dvrpc.org).

DVRPC must receive comments for the Draft TIP, Draft STIP, and Draft Amendment 2 documents by 5:00 PM (local time) on August 18, 2023. Comments received via mail must be postmarked by August 18, 2023. 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](http://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 by calling (215) 238-2929. 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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto: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/](http://www.dvrpc.org/Business/).

7/17/2023 THE TIMES \$98.80



# THE PHILADELPHIA TRIBUNE

Date of proof: **07/07/23**

Account: **973293**

Name:  
Company: **DVRPC**  
Address: **190 NORTH INDEPENDENCE MALL WEST  
8TH FLOOR  
PHILADELPHIA, PA 19106**

Telephone: **(215) 592-1800**

Ad ID: **2493071**

Description: **THE DELAWARE VALLEY REGIONAL  
PLANNIN**

Run Dates: **07/07/23 to 07/09/23**

Class: **1201**

Orig User: **CRASIMS**

Words: **918**

Lines: **102**

Agate Lines: **528**

Column width: **4**

Depth: **9.4**

Blind Box:

Total: **\$5,834.39**

### THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW:

Draft DVRPC FY2024 Transportation Improvement Program for New Jersey (FY24-FY27),  
Draft FY2024 Statewide TIP for New Jersey for NJDOT and NJ TRANSIT,  
Major Amendments to the FY2023 TIP for Pennsylvania,  
And  
Draft Amendment 2 to Connections 2050 Long-Range Plan

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the following documents:

- Draft DVRPC Federal Fiscal Year (FY) 2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27),
- The State of New Jersey's Draft FY2024 Statewide Transportation Improvement Program (STIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT),
- Major Amendments to the FY2023 Transportation Improvement Program for Pennsylvania, and
- Amendment 2 to Connections 2050 Long-Range Plan.

DVRPC will accept comments on all four draft documents from July 17, 2023 until August 18, 2023 at 5:00 PM local time.

Electronic versions of the documents are available at:

- DVRPC Draft FY2024 TIP for New Jersey at [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft).
- The Draft FY2024 STIP is available at [www.state.nj.us/transportation/capital/??](http://www.state.nj.us/transportation/capital/??)
- Major Amendment to FY2023 TIP for Pennsylvania at <https://www.dvrpc.org/tip/pa/>
- Draft Amendment 2 to Connections 2050 Plan is available at [www.dvrpc.org/plan/](http://www.dvrpc.org/plan/).

If requested, any of these documents can be translated into an alternative format or language.

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.

The Connections 2050 Long-Range Plan details the long-term vision for Greater Philadelphia including principles, goals, and key policies and strategies to achieve the vision. It also contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 2 accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects.

DVRPC is hosting two public meetings on these documents. These meetings will also include a presentation on the Draft Transportation Conformity Demonstration, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held in person and one will be held online.

#### In-person meeting:

**Monday, July 31, 2023 at 6:00 PM to 7:00 PM**

Camden County Library System  
Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave  
Camden, NJ

Interpretation can be provided if requested. Please reach out to [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-2929.

#### Online meeting:

**Thursday, August 10, 2023 at 7:00 PM to 8:00 PM**

Registration via: [https://dvrpc.zoom.us/webinar/register/wjRWb11jBaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/wjRWb11jBaqAP1C_aCNByg) or by visiting DVRPC's events calendar at: [www.dvrpc.org/calendar/2023/8](http://www.dvrpc.org/calendar/2023/8).

After registering, you will receive a confirmation email containing information about joining the webinar. To join via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

#### Written comments and questions must be submitted in the following ways listed below:

Electronically through a web application available at:

- Draft NJ TIP and Statewide STIP: [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)

By Email:

- Draft NJ TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- Major Amendments to the PA TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- LRP Amendment Comments: [LRP@dvrpc.org](mailto:LRP@dvrpc.org)

By Mail:

- Public Comments  
c/o DVRPC Office of Communications and Engagement  
190 N. Independence Mall West, 8th Fl.  
Philadelphia, PA 19106-1520

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](mailto:public_affairs@dvrpc.org).

**DVRPC must receive comments for the Draft TIP, Draft STIP, and Draft Amendment 2 documents by 5:00 PM (local time) on August 18, 2023. Comments received via mail must be postmarked by August 18, 2023. 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](http://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 by calling (215) 238-2929. 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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto: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/](http://www.dvrpc.org/Business/).

*We Appreciate Your Business!  
Thank You !*

This Page Intentionally Left Blank



# APPENDIX I

## Title VI Policy Statement and Complaint Procedures

**This page is intentionally left blank.**

## **Title VI Policy Statement and Complaint Procedures**

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 is committed to ensuring that no person is excluded from participation in, or denied the benefits of, all programs and activities on the basis of race, color, or national origin, as protected by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination mandates. DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by emailing [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org), calling 215-592-1800, filling out an online form, or while registering for an upcoming meeting.

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](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

## **DVRPC's Title VI Complaint Procedure**

The DVRPC Title VI Complaint Procedure is written to specify the process employed by DVRPC to investigate complaints, while ensuring due process for Complainants and respondents. The process does not preclude DVRPC from attempting to informally resolve complaints. This procedure applies to all external complaints relating to any program or activity administered by DVRPC and/or its subrecipients, consultants, and contractors, filed under Title VI of the Civil Rights Act of 1964 (including its DBE and Equal Employment Opportunity components), as well as other related laws that prohibit discrimination on the basis of race, color, disability, sex, age, or national origin. Additional statutes include, but are not limited to, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the ADA of 1990. These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the Complainant. Intimidation or retaliation of any kind is prohibited by law.

### **Process**

An individual, or his or her representative, who believes that he or she has been subject to discrimination or retaliation prohibited by Title VI and other nondiscrimination provisions, has a right to file a complaint. Complaints need to be filed within 180 calendar days of the alleged occurrence, when the alleged discrimination became known to the Complainant, or when there



has been a continuing course of conduct, the date on which the conduct was discontinued or the latest instance of the conduct.

Complaints shall be in writing and signed by the Complainant or the Complainant's representative. If complaints are received by telephone or in person, the DVRPC Title VI Compliance Manager or other authorized representative shall formally interview the person to provide the basis for the written complaint. If necessary, an authorized person will assist the Complainant in writing the complaint. The complaint form can be made available in alternative languages or formats, if requested. Please call 215-592-1800 for more information.

Generally, the written complaint includes the following information:

- name, address, telephone number, and e-mail of the Complainant;
- basis of the complaint, (e.g. race, color, national origin, sex, age, disability, retaliation);
- a detailed description of the circumstances of the incident that led the Complainant to believe discrimination occurred;
- name(s), title(s), and address(es) of the person(s) who discriminated against the Complainant;
- names, addresses, and phone numbers of people who may have knowledge of the alleged incident or are perceived as parties in the complained-of incident;
- date or dates on which the alleged discrimination occurred; and
- agencies where the complaint was filed.

As an investigation moves forward, additional information may be required. Although this process does not preclude DVRPC from attempting to informally resolve complaints, the decision to resolve informally always rests with the complainant, who may withdraw from the informal process at any time.

If a complaint is filed against DVRPC, the Commission will acknowledge receipt of the complaint by notifying the Complainant and immediately transmitting the complaint to the proper state and federal agency (e.g. Federal Highway Administration, Federal Transit Administration, Pennsylvania Department of Transportation, New Jersey Department of Transportation) for investigation and disposition pursuant to that agency's Title VI complaint procedure. Complaints against DVRPC may also be sent directly to a federal agency. If a complaint is filed with an agency that does not have jurisdiction over the particular reason for discrimination, the complaint will be forwarded to an agency that does.

Complaints against DVRPC subrecipients, consultants, and contractors will be investigated directly by the Commission as follows:

- Within 10 days, the DVRPC Manager of Title VI Compliance will acknowledge receipt of the complaint to the Complainant, and notify the appropriate state and/or federal agency that a Title VI complaint has been received by the Commission;
- Within 60 days, the DVRPC Manager of Title VI Compliance will conduct and complete an investigation and, based on the information obtained, will render a recommendation for action in a report of findings to the DVRPC Executive Director. This report will

include the nature of the complaint, remedy sought, and a summary of the investigative findings and activities. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report findings;

- Within 90 days of receipt of the complaint, the DVRPC Title VI Compliance Manager will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with state and federal agencies, if they are dissatisfied with the final decision rendered by DVRPC.

The DVRPC Title VI Compliance Manager maintains a log of all complaints received by the Commission.

The Title VI Complaint form may be submitted directly to the following agencies:

*Civil Rights Specialist*

U.S. Department of Transportation  
Federal Highway Administration  
New Jersey Division  
840 Bear Tavern Road, Suite 202  
West Trenton, NJ 08628  
(609) 637-4200

*Title VI Manager*

Division of Civil Rights/Affirmative Action  
New Jersey Department of Transportation  
P.O. Box 600  
1035 Parkway Avenue  
Trenton, NJ 08625-0600  
(609) 530-2336

*Title VI Manager*

Bureau of Equal Opportunity  
DBE / Title VI Division  
Pennsylvania Department of Transportation  
PO Box 3251  
Harrisburg, PA 17105-3251  
(717) 783-0301

*Civil Rights Specialist*

U.S. Department of Transportation  
Federal Highway Administration  
Pennsylvania Division  
228 Walnut Street, Room 508  
Harrisburg, PA 17101-1720  
(717) 221-3461

*Title VI Program Coordinator*  
Federal Transit Administration  
Office of Civil Rights  
East Building, 5th Floor - TCR  
1200 New Jersey Ave., SE  
Washington, DC 20590  
(202) 366-4043

*Title VI Coordinator*  
Federal Transit Administration - Region 3  
U.S. Department of Transportation  
1760 Market Street, Suite 500  
Philadelphia, PA 19103-4124  
(215) 656-7100

*Title VI Program Coordinator*  
Federal Highway Administration  
U.S. Department of Transportation  
Office of Civil Rights  
1200 New Jersey Avenue, SE  
8th Floor E81-314  
Washington, DC 20590  
(202) 366-0693

*U.S. Department of Justice*  
Office of Justice Programs  
Office for Civil Rights  
810 7th Street, NW  
Washington, DC 20531  
(202) 307-0690

*Title VI Compliance Manager*  
Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 8th Fl.  
Philadelphia, PA 19106  
(215) 592-1800

Complaint forms are available in English, Spanish, and Simplified Chinese.

[Title VI Complaint Form](#) [0.1 MB pdf]

[Título VI Formulario de queja](#) [0.1 MB pdf]

### **Heading: DVRPC's Americans with Disabilities Act and Reasonable Accommodations**

DVRPC complies with Title II of the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Pennsylvania Human Relations Act of 1955.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of DVRPC should contact Mari Gonzalez (215) 238-2953 or DVRPC's Office of Communications & Engagement at (215) 592-1800 as soon as possible.

This nondiscrimination program does not require DVRPC to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

### **Heading: DVRPC Language Access**

The Title VI prohibition of discrimination based on national origin has been interpreted to mean that no person shall be denied access to services due to Limited English Proficiency (LEP). LEP is a term that refers to a person who is not fluent in the English language, often because it is not their native language.

DVRPC is committed to ensuring that all individuals requesting services provided by the Department, including those with LEP, have meaningful access to services. DVRPC works to ensure that LEP individuals are not excluded from programs and activities by providing free interpretation and translation services to the public in a number of languages.

#### **English**

Attention: If you wish to request this publication in another language other than English, or wish to contact DVRPC for our language assistance, please call 215-592-1800. Additional charges may apply for reprint of our publications.

#### **Spanish / Español**

Atención: si desea solicitar esta publicación en otro idioma que no sea inglés, o si desea ponerse en contacto con DVRPC para obtener ayuda con nuestro idioma, llame al 215-592-1800. Se pueden aplicar cargos adicionales por la reimpresión de nuestras publicaciones.

#### **Chinese / 中文**

注意：如果您希望以英语以外的其他语言申请本出版物，或希望通过我们的语言帮助与 DVRPC 联系，请致电 215-592-1800。我们的出版物可能会收取额外费用。

### Vietnamese / Tiếng Việt

Chú ý: Nếu bạn muốn yêu cầu ấn phẩm này bằng ngôn ngữ khác ngoài tiếng Anh hoặc muốn liên hệ với DVRPC thông qua hỗ trợ ngôn ngữ của chúng tôi, vui lòng gọi số 215-592-1800. Phí bổ sung có thể áp dụng cho in lại các ấn phẩm của chúng tôi.

### Korean / 한국어

주의 :이 출판물을 영어가 아닌 다른 언어로 요청하거나 언어 지원을 통해 DVRPC 에 연락하려면 215-592-1800 로 전화하십시오. 우리 간행물의 재발행은 추가 요금이 부과 될 수 있습니다.

### Russian / Русский

Внимание: если вы хотите запросить эту публикацию на другом языке, кроме английского, или хотите связаться с DVRPC через нашу языковую помощь, пожалуйста, позвоните по номеру 215-592-1800. За перепечатку наших публикаций может взиматься дополнительная плата.

### Gujarati / ગુજરાતી

ધ્યાન: જો તમે આ પ્રકાશનની અંગ્રેજી સિવાયની બીજી ભાષામાં વિનંતી કરવા માંગો છો, અથવા અમારી ભાષા સહાય દ્વારા DVRPC નો સંપર્ક કરવા માંગો છો, તો કૃપા કરીને 215-592-1800 પર કોલ કરો. અમારા પ્રકાશનોના પુન:પ્રકાશ માટે વધારાના શુલ્ક લાગુ થઈ શકે છે.

### Haitian / Creole

Atansyon: Si ou vle mande piblikasyon sa a nan yon lòt lang ki pa angle, oswa si ou vle kontakte DVRPC via asistans langaj nou an, tanpri rele 215-592-1800. Chaj adisyonèl ka aplike pou reenprime nan piblikasyon nou yo.

### Arabic/ عربي

للحصول على DVRPC انتباه: إذا كنت ترغب في طلب هذا المنشور بلغة أخرى غير الإنجليزية ، أو ترغب في الاتصال بـ مساعدة لغتنا ، فيرجى الاتصال بالرقم 215-592-1800. قد يتم فرض رسوم إضافية لإعادة طباعة منشوراتنا.

### Italian / italiano

Attenzione: se si desidera richiedere questa pubblicazione in un'altra lingua diversa dall'inglese, o se si desidera contattare DVRPC tramite la nostra assistenza linguistica, chiamare il numero 215-592-1800. Potrebbero essere applicati costi aggiuntivi per la ristampa delle nostre pubblicazioni.

### French / Français

Attention: Si vous souhaitez demander cette publication dans une autre langue que l'anglais ou si vous souhaitez contacter DVRPC via notre assistance linguistique, veuillez appeler le 215-592-1800. Des frais supplémentaires peuvent s'appliquer pour la réimpression de nos publications.

Portugues / portuguesa

Atenção: Se você deseja solicitar esta publicação em outro idioma que não o inglês, ou deseja entrar em contato com o DVRPC através de nossa assistência de idiomas, ligue para 215-592-1800. Encargos adicionais podem ser aplicados para reimpressão de nossas publicações.

Polish / Polskie

Uwaga: jeśli chcesz poprosić o tę publikację w innym języku niż angielski lub chcesz skontaktować się z DVRPC w celu uzyskania pomocy językowej, zadzwoń pod numer 215-592-1800. Dodatkowe opłaty mogą dotyczyć przedruku naszych publikacji.

Tagalog, including Filipino

Pansin: Kung nais mong hilingin ang publikasyong ito sa ibang wika maliban sa Ingles, o nais makipag-ugnay sa DVRPC para sa tulong ng aming wika, mangyaring tawagan ang 215-592-1800. Maaaring mag-apply ang mga karagdagang singil para sa pag-print ng aming mga pahayagan.

Malayalam / മലയാളം

ശ്രദ്ധിക്കുക: ഇംഗ്ലീഷ് ഒഴികെയുള്ള മറ്റൊരു ഭാഷയിൽ ഈ പ്രസിദ്ധീകരണം അഭ്യർത്ഥിക്കാൻ നിങ്ങൾ ആഗ്രഹിക്കുന്നുവെങ്കിൽ, അല്ലെങ്കിൽ ഞങ്ങളുടെ ഭാഷാ സഹായത്തിനായി ഡിവിആർപിസിയുമായി ബന്ധപ്പെടാൻ ആഗ്രഹിക്കുന്നുവെങ്കിൽ, 215-592-1800 എന്ന നമ്പറിൽ വിളിക്കുക. ഞങ്ങളുടെ പ്രസിദ്ധീകരണങ്ങളുടെ വീണ്ടും അച്ചടിക്കുന്നതിന് അധിക നിരക്കുകൾ ബാധകമായേക്കാം.

Bengali / বাংলা

মনোযোগ: আপনি যদি এই প্রকাশনাকে ইংরেজি ব্যতীত অন্য কোনও ভাষায় অনুরোধ করতে চান বা আমাদের ভাষার সহায়তার জন্য ডিভিআরপিসির সাথে যোগাযোগ করতে চান, তবে 215-592-1800 নম্বরে কল করুন। অতিরিক্ত প্রকাশনাগুলি আমাদের প্রকাশনার পুনরায় মুদ্রণের জন্য প্রযোজ্য হতে পারে।

Khmer / ភាសាខ្មែរ

ការយកចិត្តទុកដាក់:

ប្រសិនបើអ្នកចង់ស្នើសុំការបោះពុម្ពផ្សាយនេះជាភាសាផ្សេងក្រៅពីភាសាអង់គ្លេសឬចង់ទាក់ទង DVRPC សំរាប់ជំនួយផ្នែកភាសារបស់យើងសូមទូរស័ព្ទលេខ 215-592-1800 ។

ការចោទប្រកាន់បន្ថែមអាចនឹងត្រូវដាក់បញ្ចូលក្នុងការបោះពុម្ពឡើងវិញ។

Ukrainian / Українська

Увага: Якщо ви бажаєте подати заявку на іншу мову, окрім англійської, або бажаєте зв'язатися з нашою мовою, зверніться за номером 215-592-1800. За передрук наших публікацій може стягуватися додаткова плата.

Hindi / हिंदी

ध्यान दें: यदि आप अंग्रेजी के अलावा किसी अन्य भाषा में इस प्रकाशन का अनुरोध करना चाहते हैं, या हमारी भाषा सहायता के लिए DVRPC से संपर्क करना चाहते हैं, तो कृपया 215-592-1800 पर कॉल करें। हमारे प्रकाशनों के पुनर्मुद्रण के लिए अतिरिक्त शुल्क लागू हो सकते हैं।

Yoruba / Yorùbá

Ifarabale: Ti o ba fẹ lati beere iwe yii ni ede miran miiran ju English lọ, tabi fẹ lati kan si DVRPC fun iranlọwọ iranlọwọ wa, jọwọ pe 215-592-1800. Awọn afikun afikun le waye fun atunṣe awọn iwe wa.

Nepali / नेपाली

ध्यान: यदि तपाईं यो प्रकाशनलाई अंग्रेजी भन्दा अन्य भाषामा अनुरोध गर्न चाहानुहुन्छ, वा हाम्रो भाषा सहयोगको लागि DVRPC लाई सम्पर्क गर्न चाहानुहुन्छ, कृपया 215-592-1800 मा कल गर्नुहोस्। अतिरिक्त शुल्क हाम्रो प्रकाशन को पुनः छाप को लागि आवेदन हुन सक्छ।

Greek / Ελληνικά

Προσοχή: Εάν επιθυμείτε να ζητήσετε αυτή τη δημοσίευση σε άλλη γλώσσα εκτός από την αγγλική ή θέλετε να επικοινωνήσετε με την υπηρεσία DVRPC για τη γλωσσική μας βοήθεια, καλέστε το 215-592-1800. Πρόσθετες χρεώσεις ενδέχεται να ισχύουν για την εκτύπωση των εκδόσεών μας.

Urdu / اردو

نوٹ: اگر آپ اس اشاعت کو انگلش کے علاوہ دوسری زبان میں درخواست کرنا چاہتے ہیں، یا ہماری زبان کی مدد کے سے رابطہ کرنا چاہتے ہیں، تو براہ کرم 215-592-1800 کو کال کریں۔ اضافی چارجز ہمارے DVRPC لئے اشاعتوں کی دوبارہ اشاعت کیلئے درخواست دے سکتی ہیں۔

German / Deutsche

Achtung: Wenn Sie diese Publikation in einer anderen Sprache als Englisch anfordern oder sich an DVRPC wenden möchten, um unsere Sprachunterstützung zu erhalten, rufen Sie bitte die Nummer 215-592-1800 an. Für den Nachdruck unserer Publikationen können zusätzliche Kosten anfallen.

Punjabi / ਪੰਜਾਬੀ

ਧਿਆਨ ਦਿਓ: ਜੇ ਤੁਸੀਂ ਇਸ ਪ੍ਰਕਾਸ਼ਨ ਨੂੰ ਅੰਗਰੇਜ਼ੀ ਤੋਂ ਇਲਾਵਾ ਕਿਸੇ ਹੋਰ ਭਾਸ਼ਾ ਵਿੱਚ ਬੋਨਤੀ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹੋ ਜਾਂ ਸਾਡੀ ਭਾਸ਼ਾ ਸਹਾਇਤਾ ਲਈ ਡੀਵੀਆਰਪੀਸੀ ਨਾਲ ਸੰਪਰਕ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 215-592-1800 ਤੇ ਫੋਨ ਕਰੋ। ਸਾਡੇ ਪ੍ਰਕਾਸ਼ਨਾਂ ਦੇ ਮੁੜ ਛਾਪਣ ਲਈ ਵਾਧੂ ਖਰਚੇ ਲਾਗੂ ਹੋ ਸਕਦੇ ਹਨ।

Telugu / తెలుగు

శ్రద్ధ: మీరు ఈ ప్రచురణను ఇంగ్లీష్ కాకుండా వేరే భాషలో అభ్యర్థించాలనుకుంటే లేదా మా భాషా సహాయం కోసం DVRPC ని సంప్రదించాలనుకుంటే, దయచేసి 215-592-1800కు కాల్ చేయండి. మా ప్రచురణల పునర్ముద్రణ కోసం అదనపు ఛార్జీలు వర్తించవచ్చు.



Tamil / தமிழ்

கவனம்: இந்த வெளியீட்டை ஆங்கிலம் தவிர வேறு மொழியில் கோர விரும்பினால், அல்லது எங்கள் மொழி உதவிக்கு டி.வி.ஆர்.பி.சி.யை தொடர்பு கொள்ள விரும்பினால், தயவுசெய்து 215-592-1800 ஐ அழைக்கவும். எங்கள் வெளியீடுகளின் மறுபதிப்புக்கு கூடுதல் கட்டணங்கள் பொருந்தக்கூடும்.

Samoan / Samoa

Fa'aaliga: Afai e te mana'o e talosagaina lenei lomiga i se isi gagana e ese mai le Igilisi, pe mana'o e fa'afeso'ota'i le DVRPC mo la matou fesoasoani i le gagana, fa'amolemole vala'au 215-592-1800. O isi fa'aopoopoga e mafai ona talosaga mo le toe lolomiina oa matou lomiga.

Thai / ไทย

ข้อควรระวัง: หากคุณต้องการขอเอกสารนี้เป็นภาษาอื่นนอกเหนือจากภาษาอังกฤษหรือต้องการติดต่อ DVRPC เพื่อขอความช่วยเหลือด้านภาษาของเราโปรดโทรไปที่ 215-592-1800  
อาจมีค่าใช้จ่ายเพิ่มเติมสำหรับการพิมพ์สิ่งพิมพ์ของเรา

Japanese / 日本人

注意：この出版物を英語以外の言語で要求したい場合、または言語サポートについて DVRPC に連絡したい場合は、215-592-1800 までお電話ください。出版物の転載には追加料金がかかる場合があります。

Amharic / አማርኛ

ማሳሰቢያ-ይህንን የእንግሊዝኛ ቋንቋን ከእንግሊዝኛ ውጭ በሌላ ቋንቋ ለመጠየቅ ከፈለጉ ወይም ለቋንቋ እርዳታ በ DVRPC ለማነጋገር ከፈለጉ እባክዎ በስልክ ቁጥር 215-592-1800 ይደውሉ. ከጽሑፎቻችን ላይ በድጋሚ ለማተም ተጨማሪ ወጪዎች ሊተገቡ ይችላሉ.

Persian / فارسی

DVRPC توجه: اگر می خواهید این نشریه را به زبان دیگری غیر از زبان انگلیسی درخواست کنید یا مایل به تماس با برای کمک به زبان ما، لطفاً با شماره 1800-592-215 تماس بگیرید. ممکن است هزینه های اضافی برای چاپ مجلات ما اعمال شود.

Yiddish

אויב איר ווילט צו פֿאַרלאַזן דעם אויסגאבע אין אן אנדער שפראך ווי ענגליש, איר ווילן צו קאָנטאַקט דוורפּק פֿאַר אונדזער שפראך הילף, ביטע רופן 215-592-1800. נאָך טשאַטזשאַ קענען זיין געווענדט צו דער רעפּענט פֿון אונדזער פּובליקאַציעס.

Hebrew / עברית

DVRPC לתשומת לבכם: אם ברצונכם לבקש פרסום זה בשפה אחרת שאינה אנגלית, או ברצונכם ליצור קשר עם לקבלת סיוע בשפה שלנו, התקשרו למספר 215-592-1800. חיובים נוספים עשויים לחול על הדפוס חוזרת של הפרסומים שלנו.

**This page is intentionally left blank.**

**PUBLICATION TITLE**

DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24–FY27) - Addendum

**PUBLICATION NUMBER**

24003

**DATE PUBLISHED**

April 2024

**GEOGRAPHIC AREA COVERED**

DVRPC New Jersey Region (Burlington, Camden, Gloucester, and Mercer counties)

**KEY WORDS**

Air Quality, Bike and Pedestrian, Bipartisan Infrastructure Law, BIL, Bridge Off System, CMAQ, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Management Process, Construction, DRPA/PATCO, Environmental Justice, FAST Act, FASTLANE, Federal Transit Administration, Federally Funded Projects, Final Design, Fixing America’s Surface Transportation Act, Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies, FTA, GARVEE, Goods Movement, Highways, Highway Safety Improvement Program, HSIP, Indicators of Potential Disadvantage, Infrastructure Capital, Infrastructure Investment and Jobs Act, IJIA, 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, NHTF, 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, TASA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives Set-A-Side Program, Transportation Equity Act for the 21st Century, Transportation Improvement Program

**ABSTRACT**

The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in the DVRPC New Jersey region and the NJDOT managed Statewide Program of projects throughout the State of New Jersey that will seek federal and state funding in federal fiscal years 2024 to 2027 (Publication #24002). This document also contains the following appendices: (E) DVRPC Local Program; (F) DVRPC TIP-LRP Project Benefit Criteria, (G) Environmental Justice Appendix; (H) Summary of the TIP Public Involvement Process, Original Public Comments, Agency Responses, and List of Recommended Changes, Public Comment Outreach Documentation, Highlights of the Draft DVRPC FY2024 TIP for New Jersey, Public Notice, a copy of a letter sent to the Tribal Nations notifying the Nations of DVRPC’s Core Planning Activities, and Proof of Publication; (I) Title VI Policy Statement and Complaint Procedures. Appendices A - D are shown in the TIP (Publication #24002).

**STAFF CONTACT**



Richard Murphy, Jr.  
Manager, Office of TIP Development and Maintenance  
rmurphy@dvrpc.org  
190 N Independence Mall West, 8th Floor  
Philadelphia PA 19106-1520  
215.592.1800  
www.dvrpc.org

**PROJECT TEAM**

- Alison M. Hastings PP, AICP Associate Director, Communications and Engagement
- Alyson Dressman Capital Project Planner
- Amani Bey Planner
- Angela Rio Graphic Design and Print Specialist
- Brad Lane AICP Principal Transportation Engineer
- Elise Turner Manager, Office of Communications and Engagement
- Elizabeth He Manager, Office of Software Development and Data Operations
- Ethan Fogg Capital Program Coordinator
- Glenn T. McNichol Principal GIS Analyst
- James E. Strangfeld CAPM Manager, Office of Systems and Web Operations
- Jesse Buerk Manager, Office of Capital Programs
- John J. Coscia Jr. Manager, Office of Transportation Services
- Kimberly A. Dean Manager, Office of Creative and Print Services
- Matthew Brahm Transportation Planner
- Matthew T. Gates Associate Director, Travel Trends and Forecasts
- Michael Boyer Director of Regional Planning
- Richard Murphy, Jr. Manager, Office of TIP Development and Maintenance
- Sean Greene Manager, Office of Freight and Clean Transportation
- Shoshana Akins Manager, Public Participation Planning
- Thomas K. Edinger AICP Manager, Congestion Management Programs
- Travis Spotts Capital Program Coordinator
- William Friedrichs Transportation Engineer



DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

190 N Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520  
215.592.1800  
[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)

Connect With Us! [f](#) | [t](#) | [i](#) | [in](#) | [v](#)