



TIP Actions

October 2025 – Regional Technical Committee

Presented by Ethan Fogg | Presented to RTC | October 7, 2025

efogg@dvrpc.org

5a. | Delaware County Electric Vehicle Charging Program

Delaware County | Add New Project to the TIP

ACTION PROPOSED

Add new project in amount of \$2 M (\$2 M CRPU/\$0 Toll Credit) in FFY26 (PE Phase: \$210,000; FD Phase: \$190,000; and CON Phase: \$1.6 M).

REASON FOR ACTION

Provide Delaware County's vehicle fleet and residents with the opportunity to charge electric vehicles at locations with additional amenities provided by the county.

PROJECT OVERVIEW

Design and construct 18 additional electric vehicle charging stations on county-owned properties including park facilities, libraries, county buildings, and trail parking lots.

Delaware County Electric Vehicle Charging Program

Proposed Electric Vehicle Charging Station Locations:

- Rose Tree Park
- Smedley Park
- Upland Park and Redwood Center
- Community Center
- Clayton Golf Course
- Clayton Park
- Kent Dog Park
- New County Park (Little Flower)
- Chester Creek Trail, Knowlton Road Trailhead
- Catania Park
- Fair Acres Campus
- DCIU
- Delaware County Community College
- Health and Human Services
- Rachel Kohl Community Library
- J. Lewis Crozer Library
- Upper Darby Library, Sellers Library Primos Branch
- Sellers Library, Main Branch

TIP Action

*The RTC Recommends
the Board*

5a. Delaware County Electric Vehicle Charging Program

Add new project to the TIP in amount of \$2 M (\$2 M CRPU/\$0 Toll Credit) in FFY26 (PE Phase: \$210,000; FD Phase: \$190,000; and CON Phase: \$1.6 M).

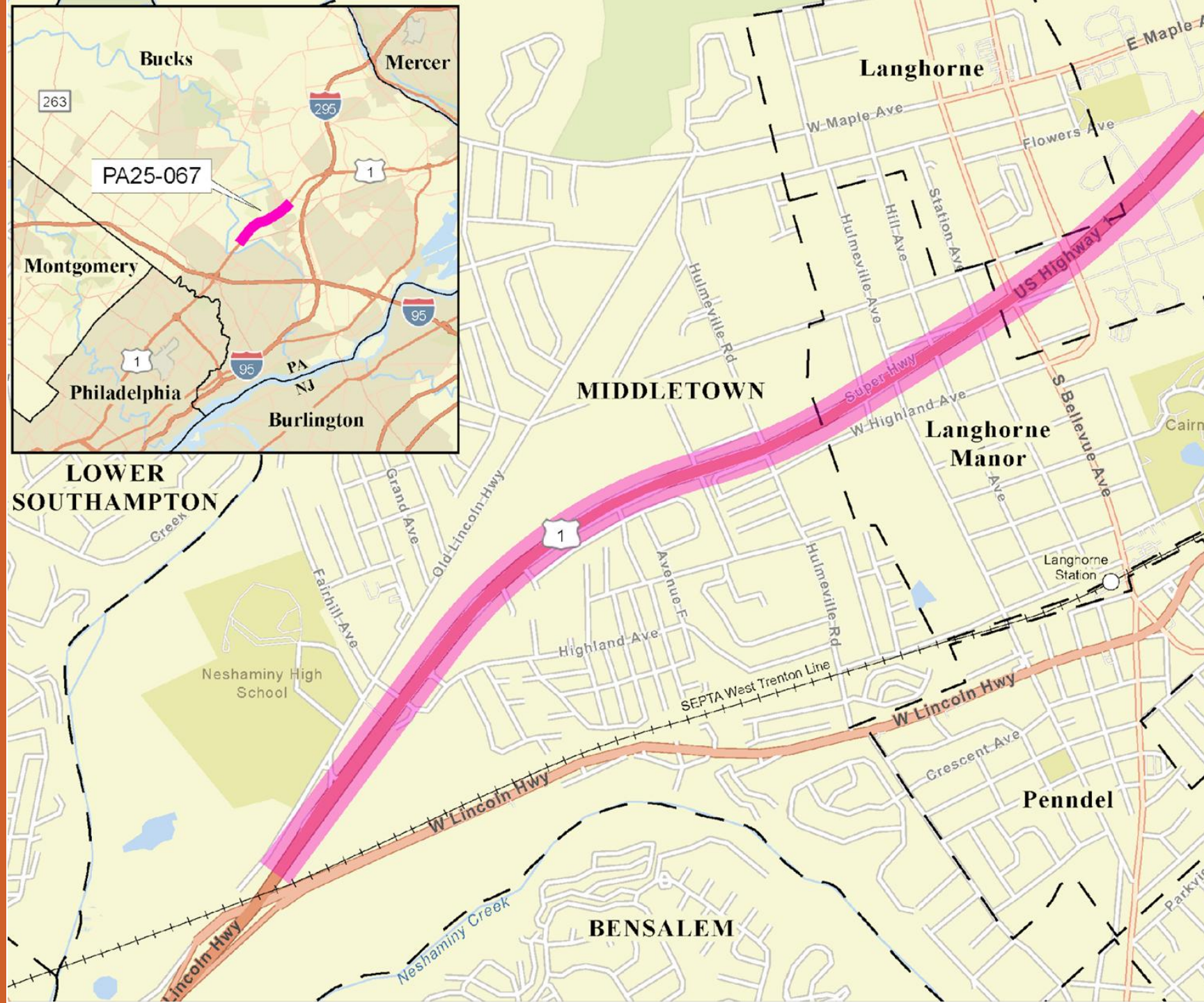
5b. | Route 1 Improvements Frontage Corridor (Section RC3)

Bucks County | Update Project Scope

ACTION PROPOSED	Update project scope and change Air Quality (AQ) Conformity status of project from Exempt to Non-Exempt.
REASON FOR ACTION	The Environmental Assessment (EA) is anticipated to go out for public comment in November 2025, and a public hearing is anticipated in December 2025. Project scope update will align with EA.
PROJECT OVERVIEW	Reconstruct and widen 2.6 miles of roadway from north of the Lincoln Highway bridge over Business Route 1 and the CSX and SEPTA railways to approximately 0.2 miles north of the Corn Crib Lane bridge over Lincoln Highway.

5b. Route 1 Improvements Frontage Corridor (Section RC3)

- Proposed project includes construction of two new Lincoln Highway mainline interchanges.
- Roundabouts will be constructed at three intersections.
- Two intersections will be signalized; one existing signalized intersection will have minor realignments



Background Information Cont.

- During LRP update public comment period, project received 15 submitted public comments.
 - Concerns included traffic, safety, and community impacts, among other concerns.
- DVRPC staff on behalf of the commenters submitted the comments to the comments section of the RC3 project website.
- Updated scope included in the Air Quality Determination that the DVRPC Board adopted in September. This action will bring the TIP description and AQ code in line with that.

TIP Action

*The RTC Recommends
the Board*

5b. Route 1 Improvements Frontage Corridor (Section RC3)

Update project scope and change Air Quality (AQ) Conformity status of project from Exempt to Non-Exempt.



Thank You.

efogg@dvrpc.org | www.dvrpc.org

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities.

For more information about DVRPC's Title VI Program or to obtain a Title VI Complaint Form, visit www.dvrpc.org/GetInvolved/TitleVI, or contact DVRPC's ADA and Title VI Compliance Officer Shoshana Akins by calling 215-592-1800 or via email at public_affairs@dvrpc.org.



*Image Credit:
Getty Images*

DVRPC FY26 Work Program Amendment

Transportation Resilience Improvement Plan (TRIP) – Pennsylvania (2 Years)

Presented by Chris Linn | Presented to RTC | October 7, 2025

IIJA's Promoting
Resilient
Operations for
Transformative,
Efficient, and
Cost-Saving
Transportation
(PROTECT)
program is
intended to help
**make surface
transportation
more resilient to
natural hazards**

Opportunity Context

NJ Funding

In July 2025, NJDOT
identified
**unallocated
PROTECT formula
planning funds** and
engaged the NJ
MPOs for solutions.

IIJA's Promoting
Resilient
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(**PROTECT**)
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Opportunity Context

NJ Funding

In July 2025, NJDOT identified **unallocated PROTECT formula planning funds** and engaged the NJ MPOs for solutions.

July/September

The DVRPC Board approved an FY26 Work Program amendment allocating **\$750,000** to the development of a Transportation Resilience Improvement Plan in the NJ portion of the region.

IIJA's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation **(PROTECT)** program is intended to help **make surface transportation more resilient to natural hazards**

Opportunity Context

NJ Funding

In July 2025, NJDOT identified **unallocated PROTECT formula planning funds** and engaged the NJ MPOs for solutions.

July/September

The DVRPC Board approved an FY26 Work Program amendment allocating **\$750,000** to the development of a Transportation Resilience Improvement Plan in the NJ portion of the region.

PA Funding

In late July, PennDOT informed DVRPC that we could use **\$500,000** in unallocated PROTECT formula funds to develop a regional TRIP that includes the PA counties.



Extreme weather threatens our transportation system.

Our streets, highways, bridges, railroads, transit systems, and active transportation facilities already experience costly weather-related impacts, leading to travel delays, disruptions to emergency services, economic losses, and public safety concerns.

Schuylkill River after Hurricane Ida.

Image by Karin Morris, DVRPC

The Regional TRIP will...

- Provide a systematic, risk-based assessment of how extreme weather impacts the transportation system and prioritize projects and investments that improve resilience and reliability
- Engage transportation agencies and planning partners in the development of a vulnerability assessment and plan
- Complement PennDOT's existing statewide, data-driven strategies to improve transportation resilience

Action

*The RTC recommends
the Board*

Amend the FY26 UPWP to include Project 26-33-310: Transportation Resilience Improvement Plan (TRIP) – Pennsylvania (2 years).



Thank You.

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*Image by:
Getty Images*

Functional Classification of Roads

2020 Updates

Presented by **Brad Lane** | Presented to **RTC** | **October 7, 2025**



Federally designated MPO for the Greater Philadelphia region

- Two States
- Nine Counties
- One Large City
- Three Smaller Cities
- 350 Municipalities
- Thousands of Neighborhoods

Introduction

- Every 10 years, DVRPC works with each county to update the Functional Classification of their roads. Starts when we receive updated Census data.
- Communities and neighborhoods change over time, and as a result, how roads and streets are used also changes. We can see this change when comparing 2020 and 2010 Population and Employment.
- For example, a formerly quiet country road that was primarily used by people who lived in the area, may see an increase in trucks traveling through the neighborhood from a huge warehouse that is built nearby.



- We want to keep the travel model “current” - so that it reflects the changes in the real world. The accuracy of the travel model depends on getting this right.
- In some cases, the Functional Class of a road may be “upgraded”, for example from a Collector to an Arterial. But there are also cases where the Functional Class of a road is “downgraded”.
- There are a range of factors / criteria to consider (based on FHWA’s Highway Functional Classification guidelines).
- We work with the counties, NJDOT and PADOT, and ultimately FHWA makes the final decision.

Federal Functional Classifications

Functional Class	Description
1	Interstate
2	Other Freeway / Expressway
3	Other Principal Arterial
4	Minor Arterial
5	Major Collector
6	Minor Collector
7	Local

FHWA

**Highway Functional Classification
Concepts, Criteria and Procedures
2023 Edition**

February 2023



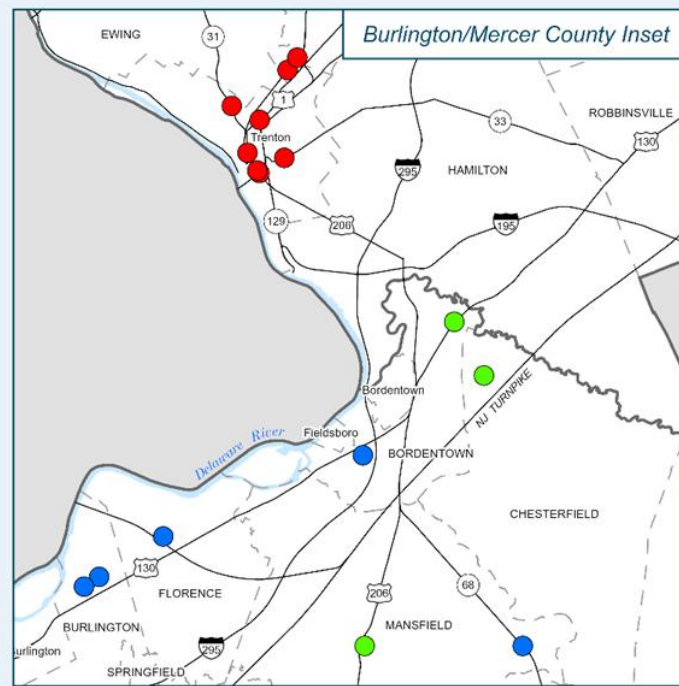
U.S. Department of Transportation
Federal Highway Administration

FHWA Guidelines

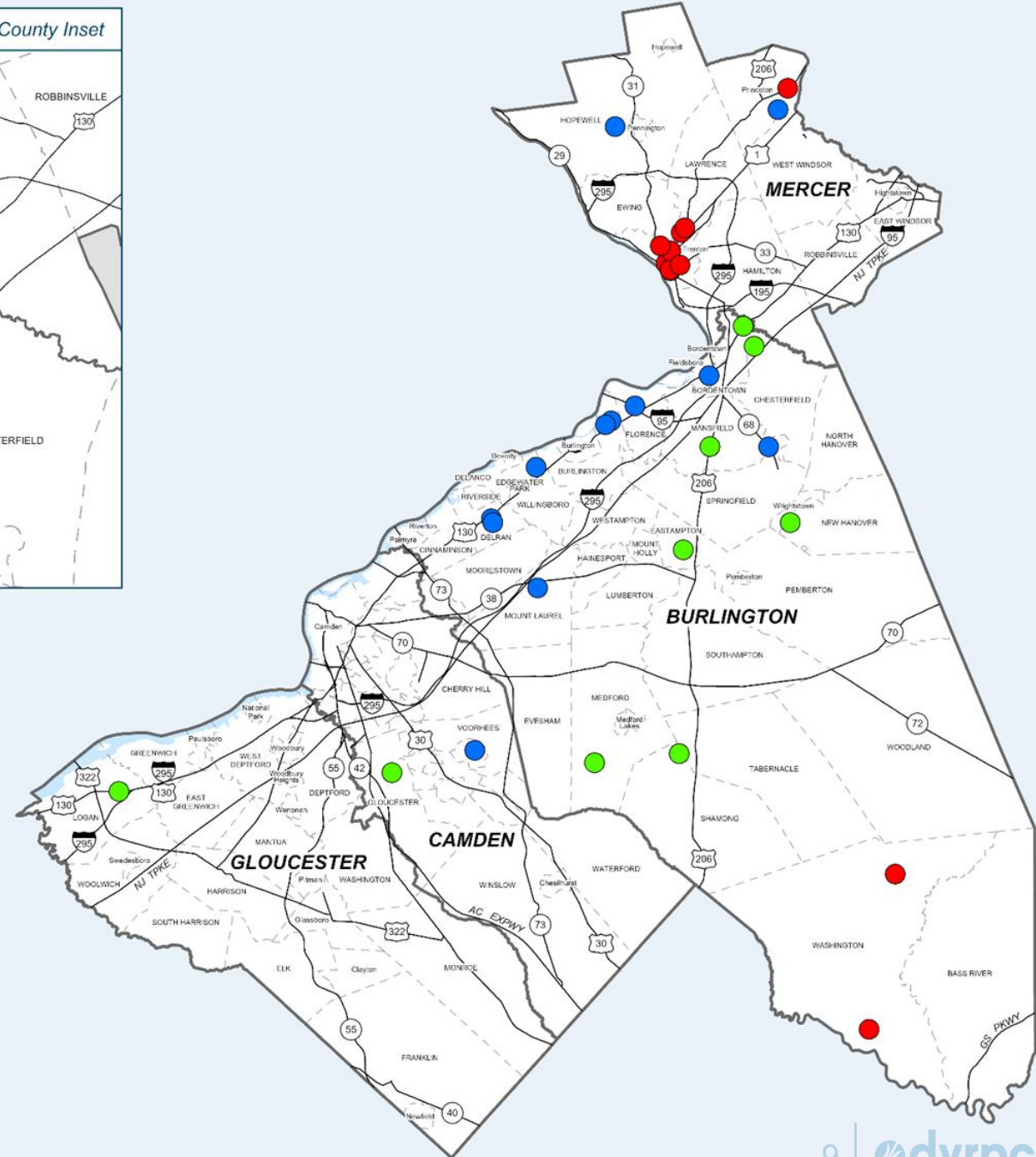
Meeting Dates

County	Date	Met With
Burlington	Dec 19, 2024	Tom Stanuikynas
Camden	Dec 16, 2024	Ilene Lampitt, Jim Winckowski
Gloucester	Dec 11, 2024	Jackie Huston, Nick Cressman
Mercer	Dec 9, 2024	Matt Lawson

Requested 2020 Functional Classification Changes in New Jersey



- NJDOT Change
- Accepted County Change
- Rejected County Change



Burlington County

Road	From	To	Change From	Change To
NJ 68	US 206	Fort Dix / McGuire AFB	Minor Arterial	Principal Arterial
Briggs Road	Union Mill Road	Route 38	Local Road	Major Collector
Hartford Road	US 130	Bridgeboro Road	Major Collector	Minor Arterial
Fairview Blvd	Hartford Road	US 130	Local Road	Major Collector
Woodlane Road	Warren Street	US 130	Minor Arterial	Major Collector (downgrade)
Neck Road	Dultys Lane	US 130	Major Collector	Minor Collector (downgrade)
Dultys Lane	Neck Road	US 130	Minor Collector	Major Collector
Cedar Lane	Olive Street	US 130	Local Road	Minor Collector
Bordentown Bypass	Rising Sun Road	Dunns Mill Road	New road – no FC	Major Collector

Camden County

Road	From	To	Change From	Change To
United States Avenue	Lakeview Road (CR 561)	Egg Harbor Road	Local	Major Collector
Kresson-Gibbsboro Road (SR 685)	Cooper Road (CR 675)	Lakeview Drive	Local	Major Collector

Gloucester County

Road	From	To	Change From	Change To
US 130 / NJ 44 interchange	130 northbound on/off ramps	130 southbound on/off ramps	Collector	Minor Arterial

Mercer County

Road	From	To	Change From	Change To
Washington Road (CR 571)	Brunswick Pike (US 1)	Nassau Street	Principal Arterial	Minor Arterial (downgrade)
Scotch Road	Pennington-Harbourton Road	Pennington-Titusville Road	Local	Minor Collector

Action

*The RTC recommends
the Board*

Approve the requested Federal Functional Classification changes in the following counties:

- Burlington
- Camden
- Gloucester
- Mercer



Thank You.

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RTC Meeting Dates

January 2026
through
November 2026

- January 6, 2026
- February 10, 2026
- March 10, 2026
- April 7, 2026
- May 12, 2026
- June 9, 2026
- July 7, 2026
- September 1, 2026
- October 13, 2026
- November 10, 2026

Note: All meetings are tentatively scheduled to begin at 10:00a.m.



Transit Friendly Planning

Pennsauken TOD Vision Plan

October 7, 2025



Agenda

1. Transit Friendly Planning
2. Pennsauken TOD Vision
3. Implementation
4. Resources



What is Transit-Friendly Planning?



COMMUNITY PROGRAMMING



MIX OF USES NEAR TRANSIT



TRANSIT AREA DEVELOPMENT



WAYFINDING



Active Transportation



Community Engagement



MULTI-USE TRAILS



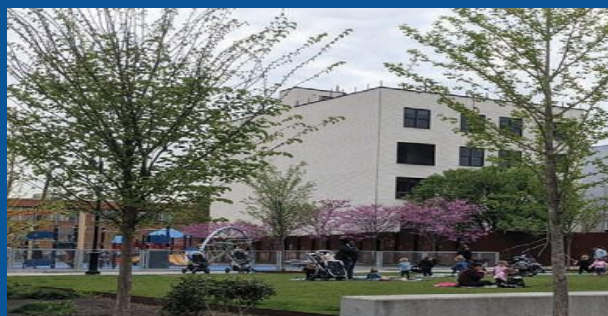
RIGHT-SIZED PARKING FACILITIES



CURBSIDE MANAGEMENT



COMPLETE STREETS



HIGH QUALITY PUBLIC SPACE



RESIDENTIAL DENSITY AND A MIX OF HOUSING

Sources: Top: Mercer Planning Associates. Middle left: NV5. Middle right: Celeste Alsina. Bottom: Mercer Planning Associates.

Sources: Top right: Mercer Planning Associates. Middle left: NJTPA. Middle center: Mercer Planning Associates. Middle right: Noah Harper. Bottom left: Mercer Planning Associates. Bottom right: Mercer Planning Associates.

PROGRAM GOALS

LAND USE

ECONOMY

SUSTAINABILITY

EQUITY

PUBLIC FINANCING

ENGAGEMENT

1

**TECHNICAL
ASSISTANCE**

2

**PUBLIC
EDUCATION
AND
COMMUNITY
ENGAGEMENT**

3

**PARTNERSHIP
DEVELOPMENT**

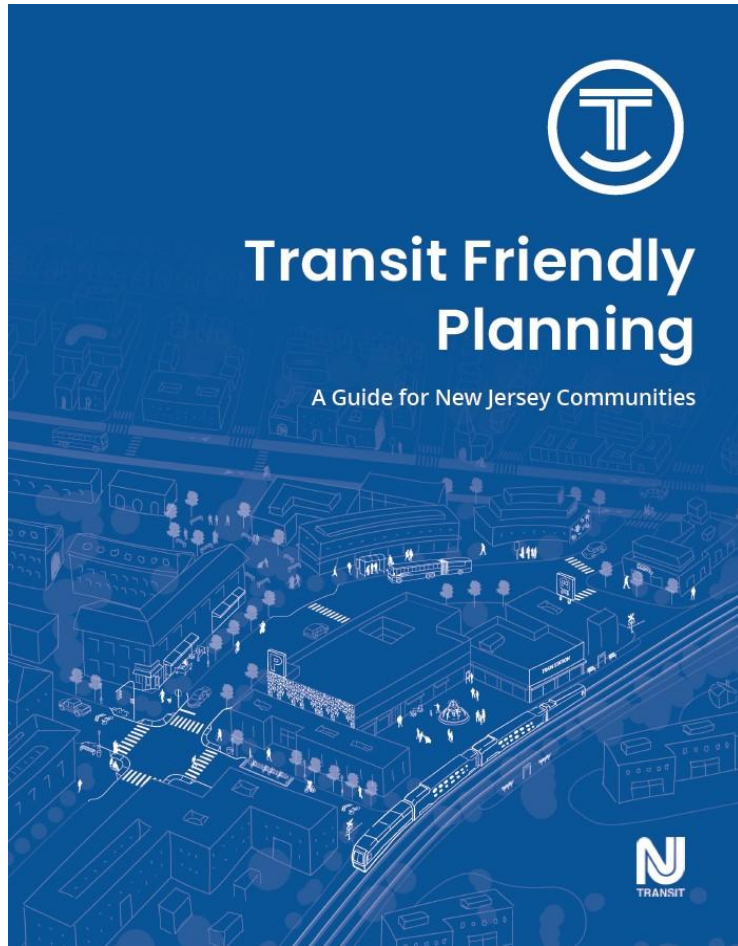
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**TRANSIT
FRIENDLY DATA
APPLICATION**

5

**PROGRAM
MANAGEMENT
AND
MONITORING**

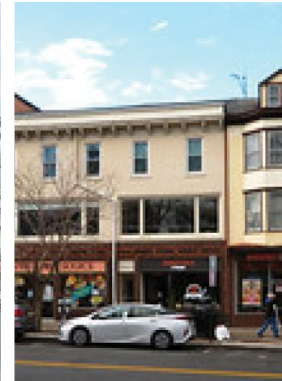
Transit Friendly Planning Guide



Urban
Center



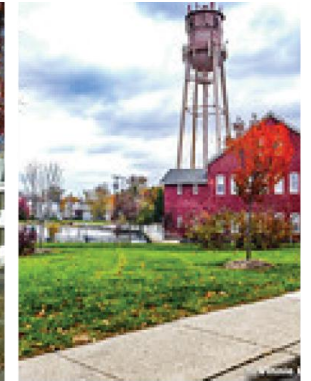
Urban
Neighborhood



Town
Center



Suburban
Place



Rural
Place

MORE DENSE & DIVERSE USES

LESS DENSE & DIVERSE USES

Photo Credits: Paterson GreatFalls on Flickr, Ken Lund on Flickr, Doug Kerr on Flickr, Vinnie Langdon III on Flickr.

What is TOD?

Transit-Oriented Development (TOD) is walkable, mixed-use development centered around and integrated with transit stations.

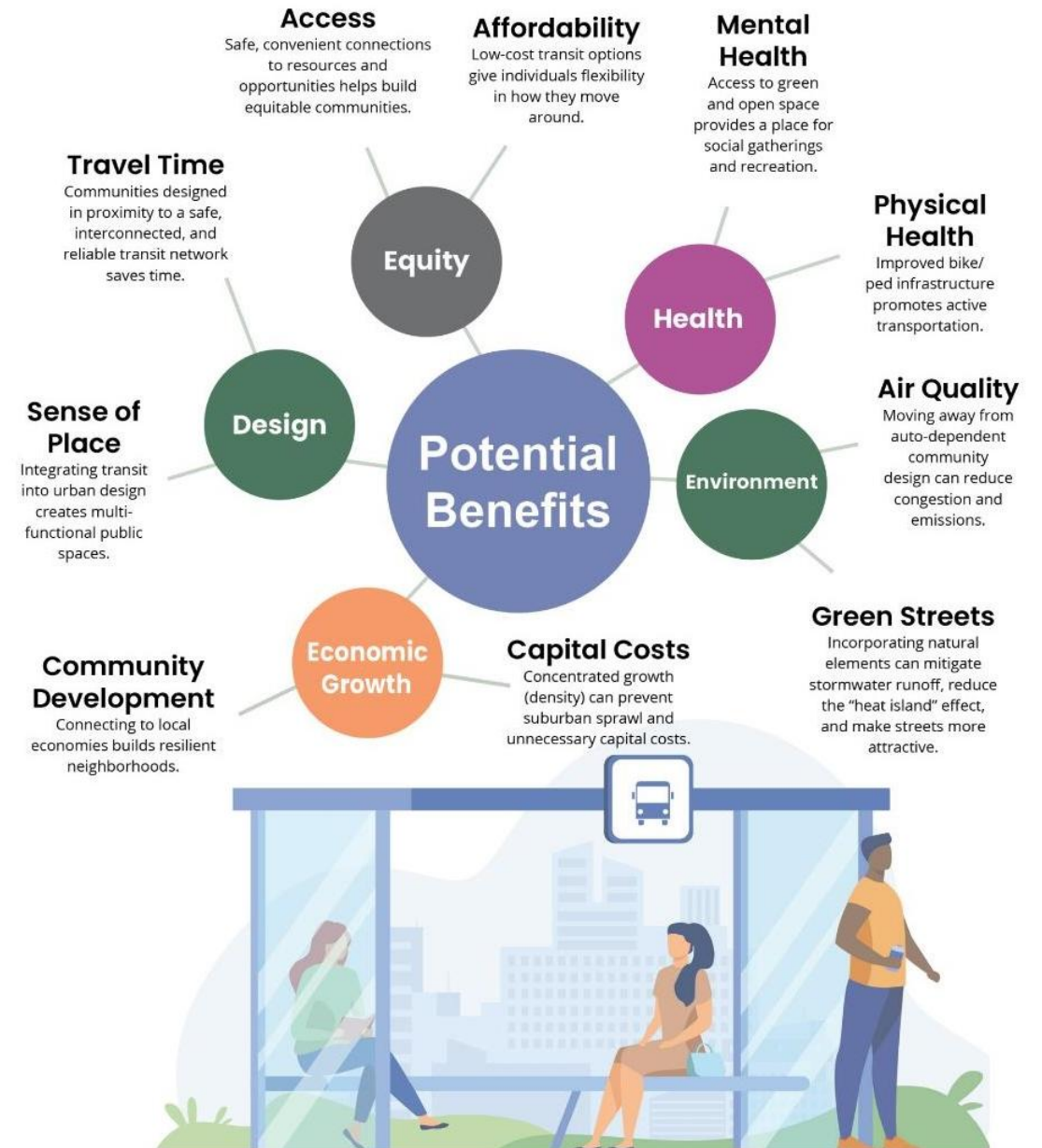


Benefits of TOD

The goal is livable and sustainable places in which people can live, work, and play all in the same community, and live a car-light lifestyle.

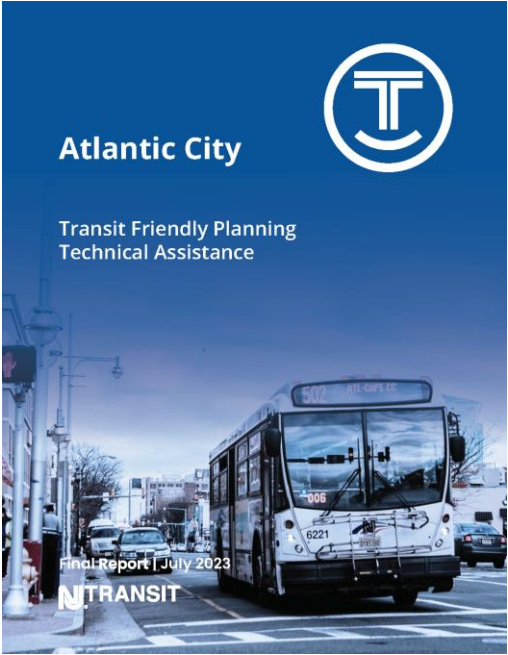


Source: New Jersey Future

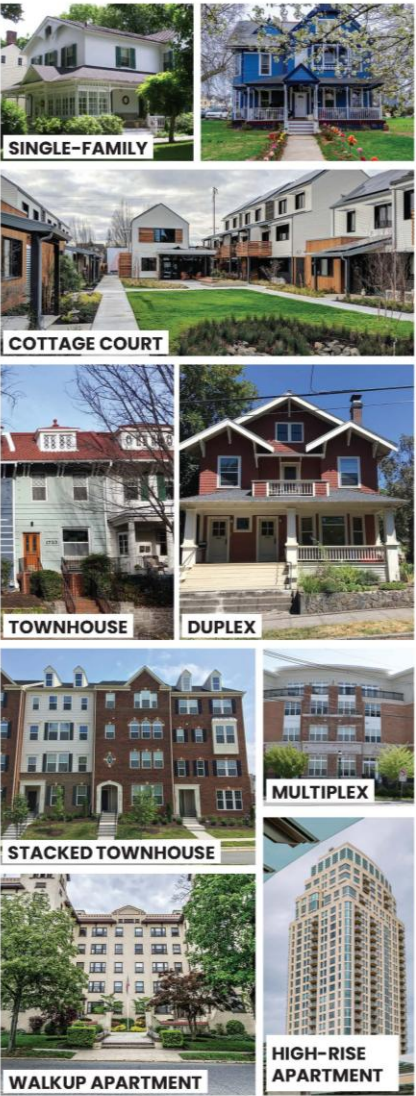


New Jersey is a home rule state.

Transit Friendly Planning partners with New Jersey municipalities.



Mix of Housing Types for the Transit Area



Housing Type	Density (du/acre)	Parking
Small-lot, Single-family detached	6-10 du/acre	Rear-loaded, attached or detached garage
Cottage Court	8-20 du/acre	Rear-loaded, attached or detached garage, shared behind building, on-street parking
Townhouse	12-40 du/acre	Shared behind building, rear loaded, on-street parking
Duplex & Townhouse Courts	16-40 du/acre	Shared behind building, rear loaded, on-street parking
Fourplex	30-75 du/acre	Shared behind building, rear loaded, on-street parking
Stacked Townhouse	30-75 du/acre	Shared behind building, rear loaded, tucked under, on-street parking
Multiplex walkup or Apartment	30-75 du/acre	Ground floor podium, sub-grade, or padded behind building
Mid to High-Rise Mixed-Use Apartment	75+ du/acre	Off-street in a structure, podium, or below grade

Single-Family Home Left: Melina Young Stuart on Flickr. Right: Jazz Guy on Flickr. Cottage Court: Sightline Institute on Flickr. Townhouse: BeyondDC on Flickr. Duplex: Sightline Institute on Flickr. Stacked Townhouse: Dan Reed on Flickr. Multiplex: Mercer Planning Associates. Walkup Apartment: Jazz Guy on Flickr. High-Rise Apartment: Ralph (Ravi) Kayden on Unsplash.

TCDI

Why Pennsauken?

- Multi-modal transit center
- Municipal interest in growth
- NJT and municipal properties

Alignment with Connections 2050:

- Enhances transportation network
- Improves overall quality of life
- Promotes and encourages the use of transit, bike, and pedestrian

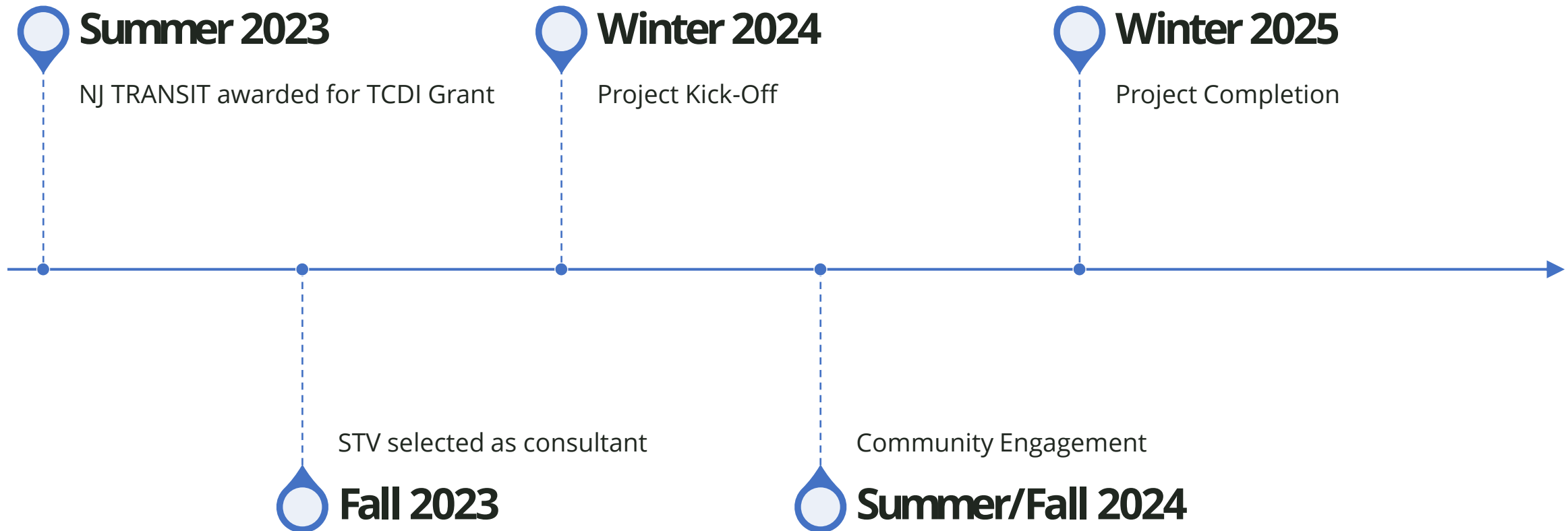


Project Purpose

1. Guide Pennsauken Township through the TOD visioning
2. TOD Feasibility at select sites
3. Provide Pennsauken Township with recommendations for:
 - TOD
 - Station area circulation
 - Placemaking



Project History



Project Goals & Objectives



Goal 1: Determine the Market Potential for TOD in the Study Area



Goal 2: Identify Feasible TOD Types that are Desired by the Community



Goal 3: Increase Transit Ridership



Goal 4: Determine the Feasible Programming of Multifamily, Mixed-Use Development

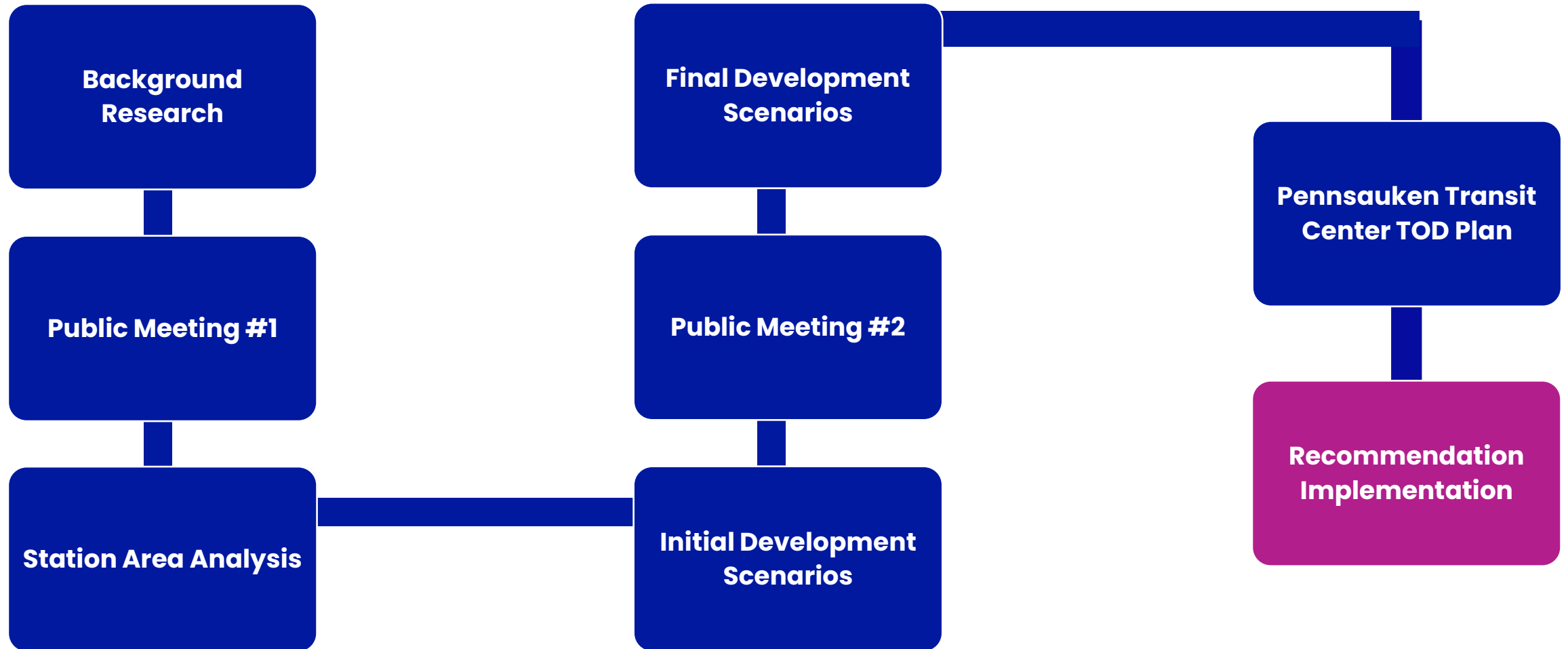


Goal 5: Enhance Pedestrian and Bicycle Infrastructure & Station Access



Goal 6: Promote Economic Development

TOD Visioning Process



Existing Conditions of Pennsauken Transit Center



Existing Conditions of Potential Development Sites

SITE A



SITE B1



SITE B2



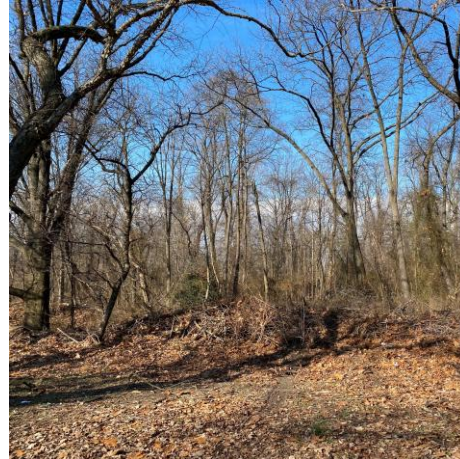
SITE B3



SITE C1



SITE C2



SITE D



SITE E



Public Outreach Activities

Survey Results:

- Strong support for TOD, with key priorities being improved transit access, expanded services, and more retail options
- Concerns include affordability, neighborhood changes, and environmental impacts
- Demand for transit service improvements, better station amenities, and affordable housing options

Media:

- Social media posts circulated widely on Facebook, Instagram
- Articles in All Around Pennsauken and NJ PEN newspaper
- NJ TRANSIT and DVRPC resharing social media posts

Website:

- Maintained a project website with updated project materials

GET INVOLVED AT THE **PUBLIC OPEN HOUSE MEETING**

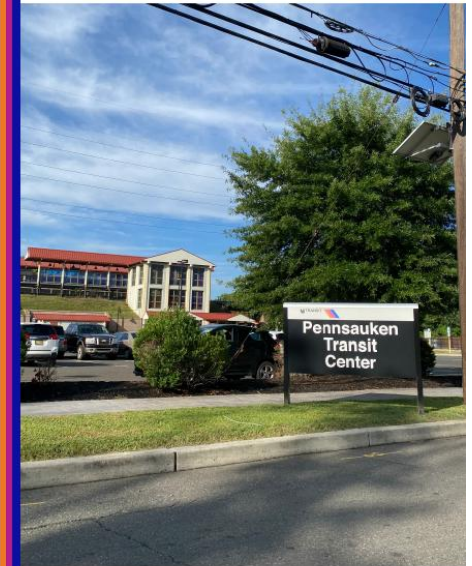
NJ TRANSIT invites you to attend a Public Meeting for the Pennsauken Transit Center Transit-Oriented Development Study.

Come out to provide feedback to inform recommendations to housing options, station access, bicycle and pedestrian improvements, local placemaking, and neighborhood street circulation near the Pennsauken Transit Center.

**Wednesday, November 13th, 2024
from 5:00 PM – 7:00 PM**

Pennsauken Library
5605 N. Crescent Blvd.
Pennsauken, NJ 08110

Questions?
Contact: transitfriendly@njtransit.com



Visit the project website via the QR code for more information:



Public Outreach Events

Public Meeting #1:

- Preference for mixed-use and single-family housing types
- Did not prefer multiplex and walkup apartment housing types
- Desire for eateries along the waterfront
- Need for increased bike and/or pedestrian infrastructure

Fall Festival:

- Need for more affordable housing
- Would like to see eateries near waterfront
- Desire for retail options near the transit center
- Preference for mixed-use development and single-family housing

Public Meeting #2:

- Attendees expressed optimism and interest in scenarios
- Council members were positive about strengthening Pennsauken's downtown presence
- Feedback was supportive of enhanced bike and pedestrian connectivity

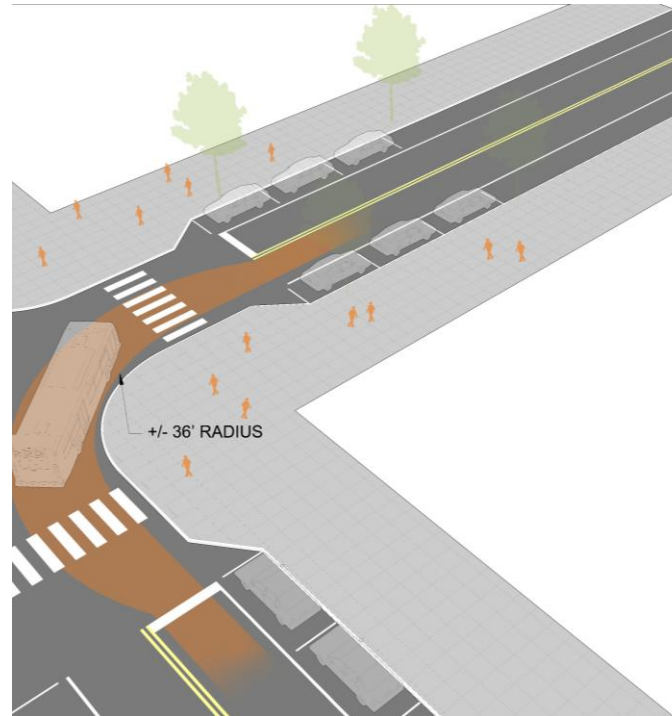


Overview of Recommendations

Development Scenarios



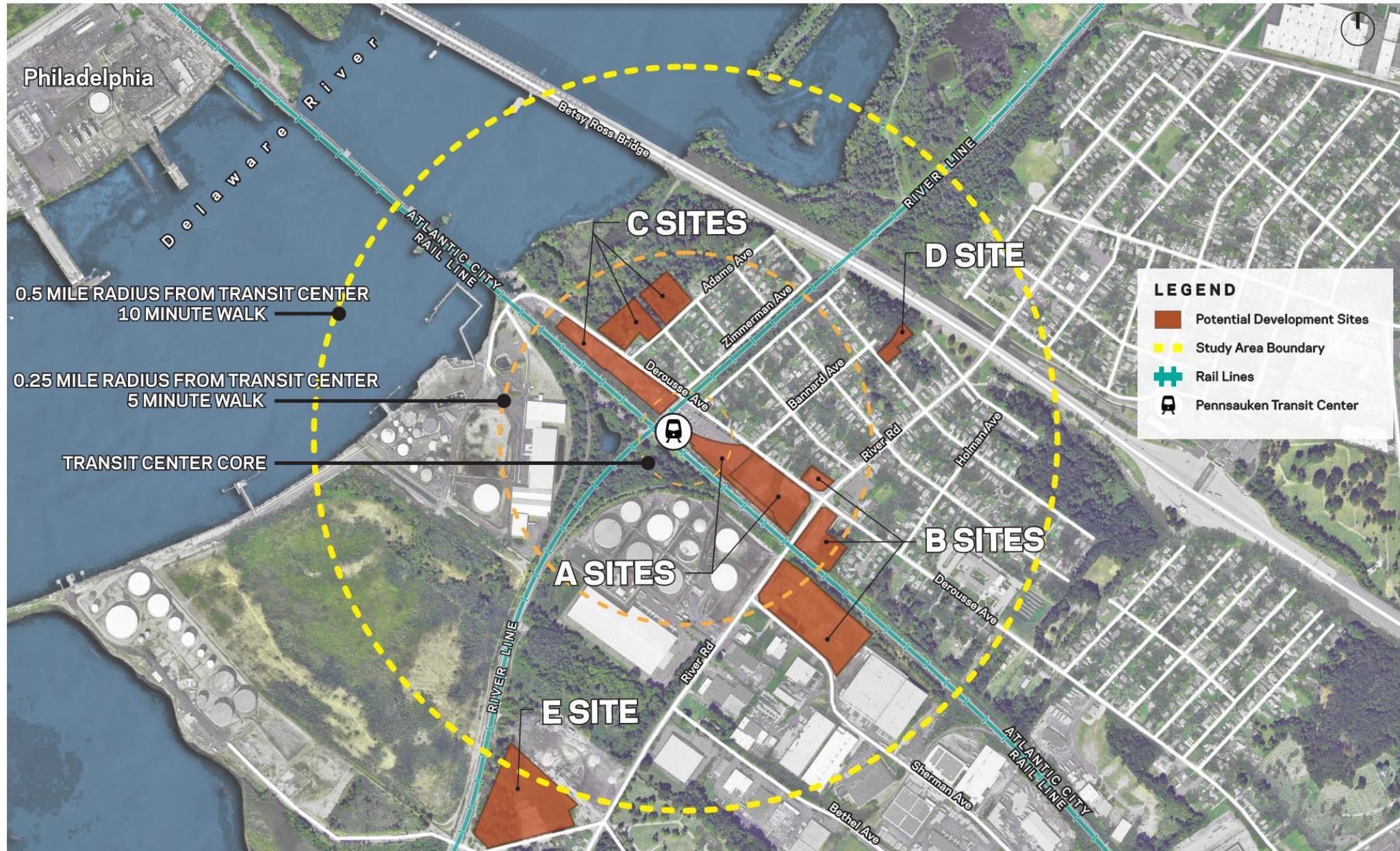
Access & Circulation



Placemaking & Quality of Life



Potential Development Scenarios - Overview of All Sites



Potential Development Scenarios - Flagship TOD Hub (A Sites)



Potential Development Scenarios - Senior Housing Development (Site B1)



Potential Development Scenarios - Townhome Community (Site B2)



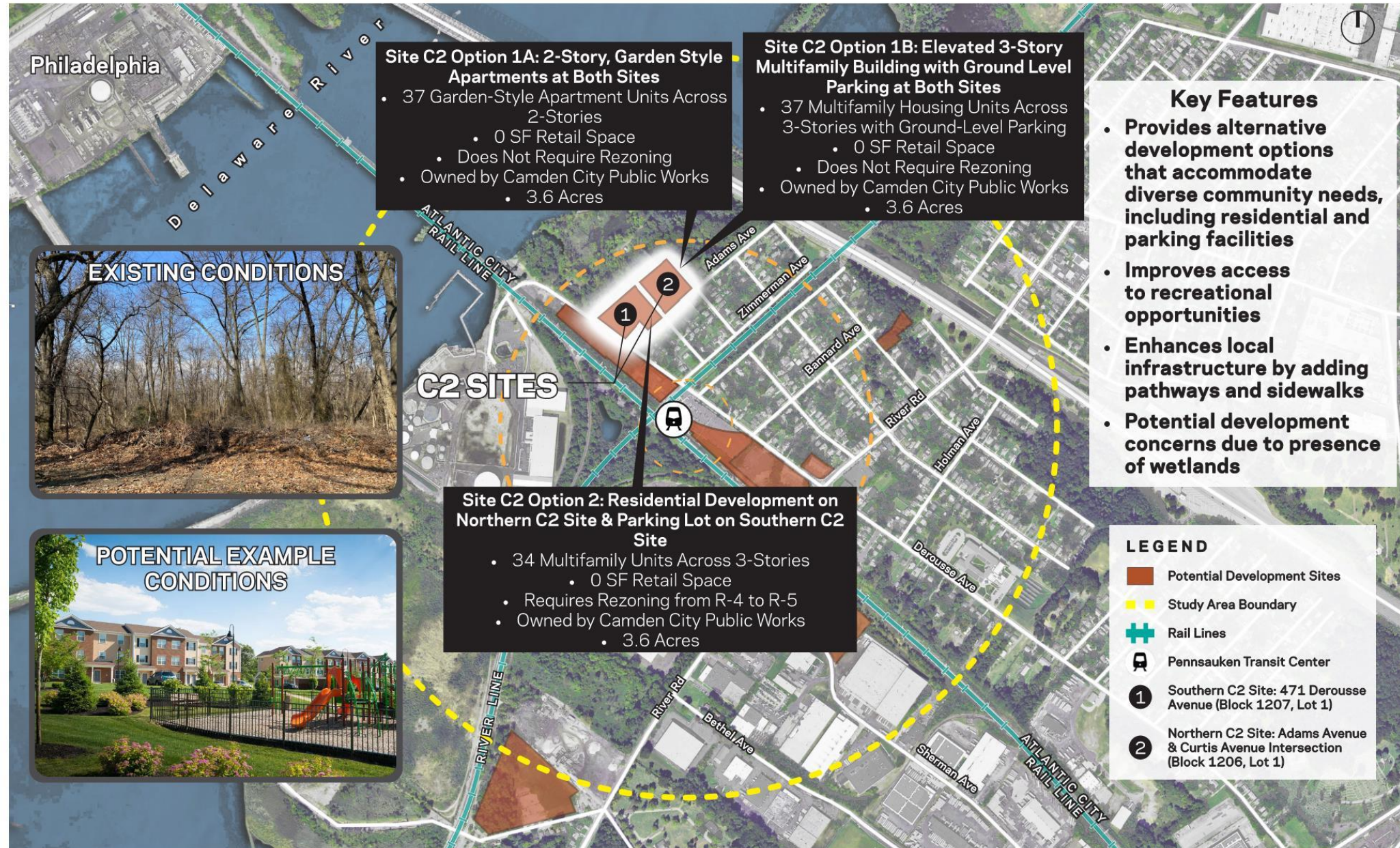
Potential Development Scenarios - Multifamily Housing (Site B3)



Potential Development Scenarios - Waterfront Recreation & Housing (Site C1)



Potential Development Scenarios - Waterfront Housing & Parking (C2 Sites)



Potential Development Scenarios - Infill Townhome Development (Site D)



Potential Development Scenarios - Multifamily Housing & Recreation (Site E)



Transit-Friendly Access and Circulation Improvements



Transit-Friendly Access & Circulation Improvements

- **Pedestrian Improvements**

- Install pedestrian warning signs at unsignalized and high-traffic intersections
- Improve street lighting along Derosse Avenue and key intersections
- Upgrade intersections with ADA-compliant curb ramps
- Enhance crosswalks with high-visibility designs and new markings
- Address inconsistent crosswalk visibility, limited sidewalks, and lack of signage

- **Traffic Calming**

- Add centerline and shoulder rumble strips
- Install dynamic speed feedback signs
- Reduce vehicle speeds to improve pedestrian and cyclist safety

- **Bicycle Improvements**

- Install bike parking at key destinations (e.g., boat ramp)
- Add protected bike lanes along Derosse Avenue, River Road, and Cove Road
- Install bike signals at major intersections

Wayfinding & Quality-of-Life Improvements

Wayfinding Signage

- Develop destinations for inclusion on signs (e.g., transit center, boat ramp, Tippin's Pond, etc.)
- Install clear, accessible wayfinding signage along Derosse Avenue to improve navigation



Quality-of-Life Enhancements

Green Infrastructure

- Add trees, plants, and flowers for shade, improved air quality, manage and beautify sidewalks
- Incorporate rain gardens and bioswales into community gathering spaces

Quality-of-Life Improvements (cont'd)

Events

- Introduce pop-up events, farmers' markets, and cultural festivals for community engagement

Public Amenities

- Install street furniture such as benches, trash cans, and bike parking
- Develop plazas, shade structures, fountains, and art installations in public spaces

Greenway & Recreational Areas

- Create a greenway linking the transit center, Tippin's Pond, and the planned circuit trail
- Add recreational amenities such as playgrounds, fitness stations, and multi-use trails



Implementation



- Vision Plan completed by TFP
- Matrix identifies potential partners and funding sources for non-TOD recommendations
- TOD Office working with Pennsauken
- Redevelopment Pathways

NJ TRANSIT Real Estate Department



NJ TRANSIT Real Estate Department

- NJ TRANSIT seeks opportunities to actively promote TOD at and proximate to its transportation facilities
- TOD Office oversees the development of NJ TRANSIT owned parcels across New Jersey
- The Office was created through the 2018 Reform Law
- Advances the agency's mission and adheres to the NJT2030 Strategic Plan
- TOD Policy adopted in April 2024



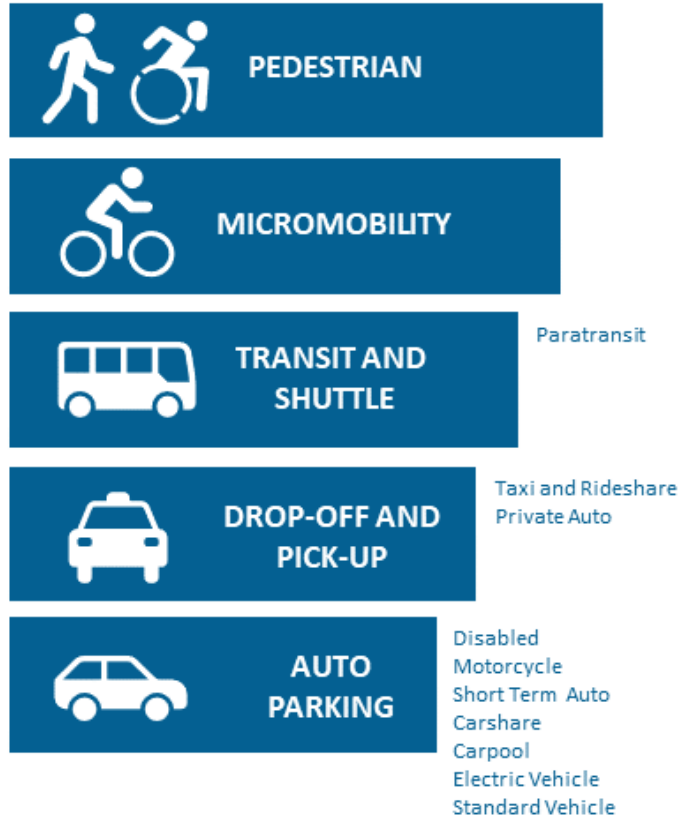
Essex & Crane, Orange Station, December 2022



Somerville Station, July 2023

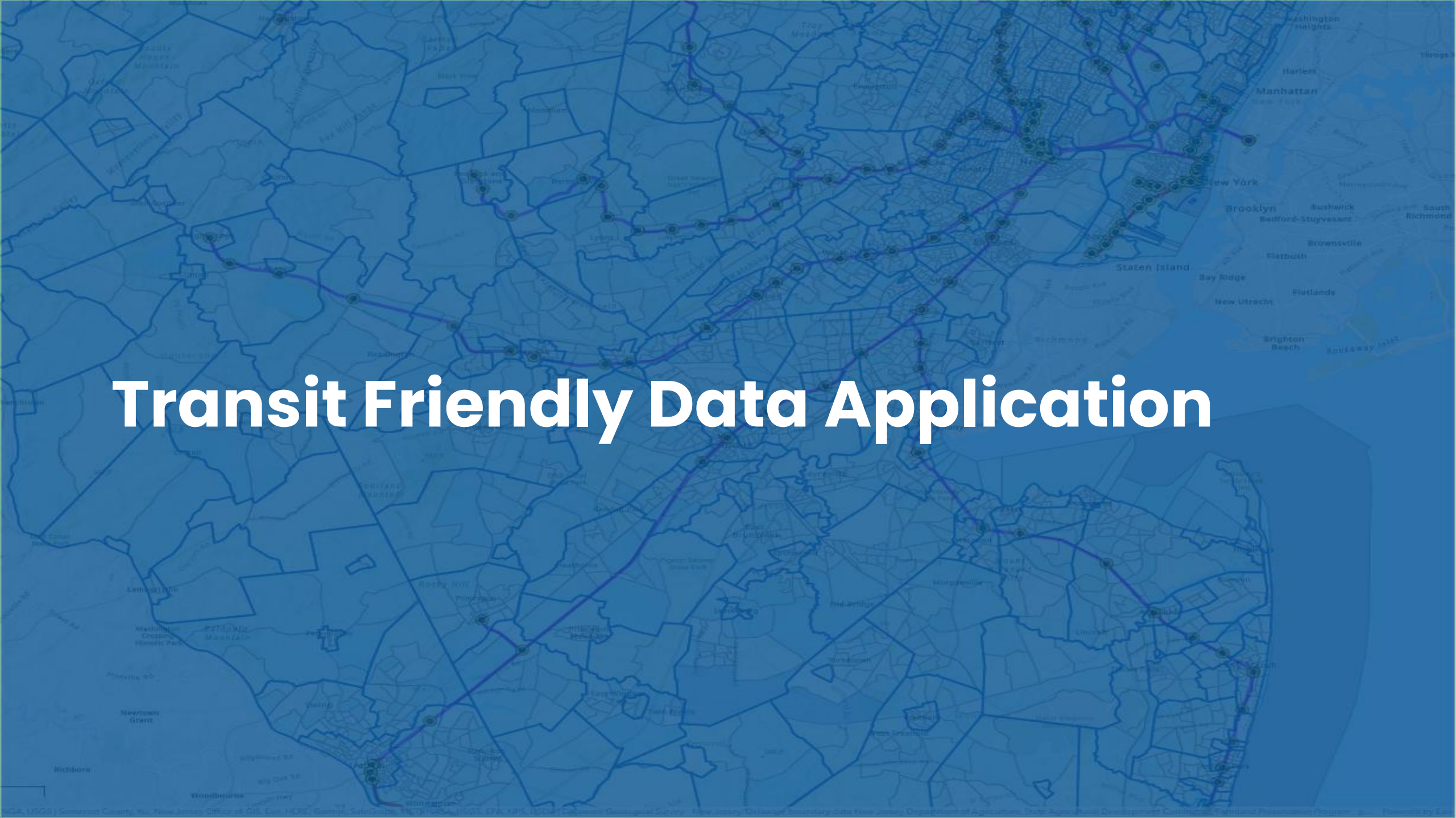
NJ TRANSIT TOD Policy

STATION ACCESS HIERARCHY



TOD GOALS

- Increase **RIDERSHIP**.
- Promote development of **COMPLETE COMMUNITIES**.
- Expand **TRANSPORTATION CHOICES**.
- Increase **EQUITY** and **AFFORDABILITY**.
- Promote **ECONOMIC GROWTH**.
- Increase **SUSTAINABILITY**.
- Create and **CAPTURE VALUE**.



Transit Friendly Data Application

© 2024, 2023, 2022, 2021, 2020, 2019, 2018, 2017, 2016, 2015, 2014, 2013, 2012, 2011, 2010, 2009, 2008, 2007, 2006, 2005, 2004, 2003, 2002, 2001, 2000, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1899, 1898, 1897, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, 1888, 1887, 1886, 1885, 1884, 1883, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873, 1872, 1871, 1870, 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, 1861, 1860, 1859, 1858, 1857, 1856, 1855, 1854, 1853, 1852, 1851, 1850, 1849, 1848, 1847, 1846, 1845, 1844, 1843, 1842, 1841, 1840, 1839, 1838, 1837, 1836, 1835, 1834, 1833, 1832, 1831, 1830, 1829, 1828, 1827, 1826, 1825, 1824, 1823, 1822, 1821, 1820, 1819, 1818, 1817, 1816, 1815, 1814, 1813, 1812, 1811, 1810, 1809, 1808, 1807, 1806, 1805, 1804, 1803, 1802, 1801, 1800, 1799, 1798, 1797, 1796, 1795, 1794, 1793, 1792, 1791, 1790, 1789, 1788, 1787, 1786, 1785, 1784, 1783, 1782, 1781, 1780, 1779, 1778, 1777, 1776, 1775, 1774, 1773, 1772, 1771, 1770, 1769, 1768, 1767, 1766, 1765, 1764, 1763, 1762, 1761, 1760, 1759, 1758, 1757, 1756, 1755, 1754, 1753, 1752, 1751, 1750, 1749, 1748, 1747, 1746, 1745, 1744, 1743, 1742, 1741, 1740, 1739, 1738, 1737, 1736, 1735, 1734, 1733, 1732, 1731, 1730, 1729, 1728, 1727, 1726, 1725, 1724, 1723, 1722, 1721, 1720, 1719, 1718, 1717, 1716, 1715, 1714, 1713, 1712, 1711, 1710, 1709, 1708, 1707, 1706, 1705, 1704, 1703, 1702, 1701, 1700, 1699, 1698, 1697, 1696, 1695, 1694, 1693, 1692, 1691, 1690, 1689, 1688, 1687, 1686, 1685, 1684, 1683, 1682, 1681, 1680, 1679, 1678, 1677, 1676, 1675, 1674, 1673, 1672, 1671, 1670, 1669, 1668, 1667, 1666, 1665, 1664, 1663, 1662, 1661, 1660, 1659, 1658, 1657, 1656, 1655, 1654, 1653, 1652, 1651, 1650, 1649, 1648, 1647, 1646, 1645, 1644, 1643, 1642, 1641, 1640, 1639, 1638, 1637, 1636, 1635, 1634, 1633, 1632, 1631, 1630, 1629, 1628, 1627, 1626, 1625, 1624, 1623, 1622, 1621, 1620, 1619, 1618, 1617, 1616, 1615, 1614, 1613, 1612, 1611, 1610, 1609, 1608, 1607, 1606, 1605, 1604, 1603, 1602, 1601, 1600, 1599, 1598, 1597, 1596, 1595, 1594, 1593, 1592, 1591, 1590, 1589, 1588, 1587, 1586, 1585, 1584, 1583, 1582, 1581, 1580, 1579, 1578, 1577, 1576, 1575, 1574, 1573, 1572, 1571, 1570, 1569, 1568, 1567, 1566, 1565, 1564, 1563, 1562, 1561, 1560, 1559, 1558, 1557, 1556, 1555, 1554, 1553, 1552, 1551, 1550, 1549, 1548, 1547, 1546, 1545, 1544, 1543, 1542, 1541, 1540, 1539, 1538, 1537, 1536, 1535, 1534, 1533, 1532, 1531, 1530, 1529, 1528, 1527, 1526, 1525, 1524, 1523, 1522, 1521, 1520, 1519, 1518, 1517, 1516, 1515, 1514, 1513, 1512, 1511, 1510, 1509, 1508, 1507, 1506, 1505, 1504, 1503, 1502, 1501, 1500, 1499, 1498, 1497, 1496, 1495, 1494, 1493, 1492, 1491, 1490, 1489, 1488, 1487, 1486, 1485, 1484, 1483, 1482, 1481, 1480, 1479, 1478, 1477, 1476, 1475, 1474, 1473, 1472, 1471, 1470, 1469, 1468, 1467, 1466, 1465, 1464, 1463, 1462, 1461, 1460, 1459, 1458, 1457, 1456, 1455, 1454, 1453, 1452, 1451, 1450, 1449, 1448, 1447, 1446, 1445, 1444, 1443, 1442, 1441, 1440, 1439, 1438, 1437, 1436, 1435, 1434, 1433, 1432, 1431, 1430, 1429, 1428, 1427, 1426, 1425, 1424, 1423, 1422, 1421, 1420, 1419, 1418, 1417, 1416, 1415, 1414, 1413, 1412, 1411, 1410, 1409, 1408, 1407, 1406, 1405, 1404, 1403, 1402, 1401, 1400, 1399, 1398, 1397, 1396, 1395, 1394, 1393, 1392, 1391, 1390, 1389, 1388, 1387, 1386, 1385, 1384, 1383, 1382, 1381, 1380, 1379, 1378, 1377, 1376, 1375, 1374, 1373, 1372, 1371, 1370, 1369, 1368, 1367, 1366, 1365, 1364, 1363, 1362, 1361, 1360, 1359, 1358, 1357, 1356, 1355, 1354, 1



Find Location

Layer Control

Transportation Layers

Development Data

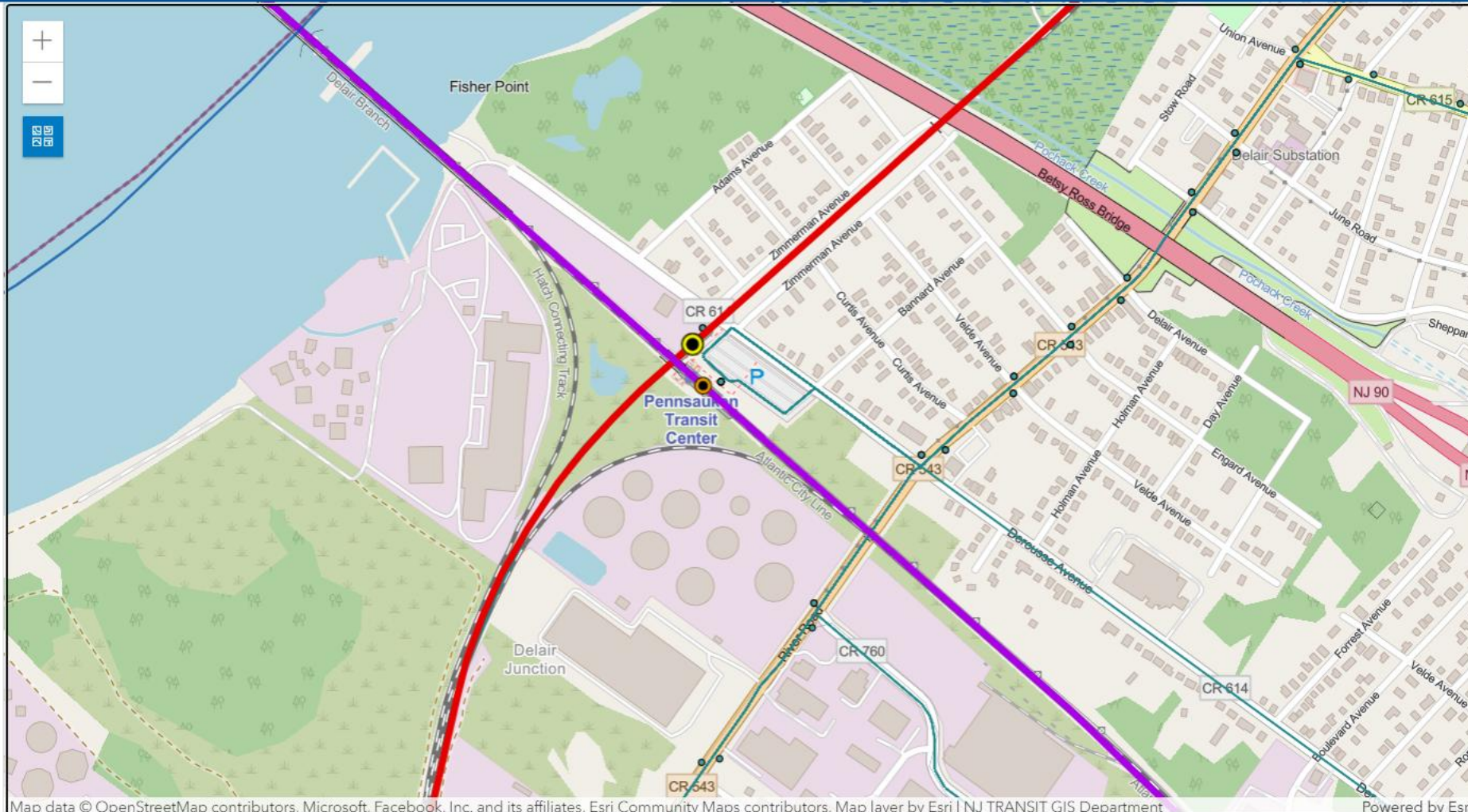
Map Layers

Import Data

Legend

Links

<< Collapse



Download / Report Tool

Corridor Planning Tool

TOD Planning Tool

Total Water Levels Tool

Equity Analysis Tool

Save / Share / Print

>> Collapse



The Transit Friendly Planning Newsletter

ABOUT LEARN NEWS STORIES RESOURCES TFP EVENTS SUBSCRIBE



RECAP: AFFORDABLE HOUSING + TOD FORUM



TRANSIT FRIENDLY PLANNING GUIDE (2022)



ONLINE OPPORTUNITIES FOR TOD LEARNING

Types of Technical Assistance Offered

- TOD Vision Plan
- Station Area Plan
- Station Access Plan
- Market Analysis Study
- Policy Research
- Active Transportation Plan
- Zoning Analysis
- Redevelopment Study
- Strategic Development Study
- Corridor Study

Questions?

Megan Massey
Director, TFP
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Michael Swan
Assistant Director, TFP
mswan@njtransit.com



TFP Website



Camden Loop

September 2025



Camden Loop

Est. 2023

- 1. Create an account.**
Download the Camden Loop app from the App Store or Google Play Store and follow the simple signup steps. You can also call us at (856) 408-1669.
- 2. Book a ride.**
Enter your pickup and dropoff addresses, choose the ride that works best for you, and tap Book This Ride.
- 3. Meet your driver.**
Check the app to find exactly where to meet the vehicle. It may be a short walk from where you are, but your designated pickup point helps to cut down on detours and makes your trip faster! If you have mobility issues, simply let us know so we can meet you at your door.

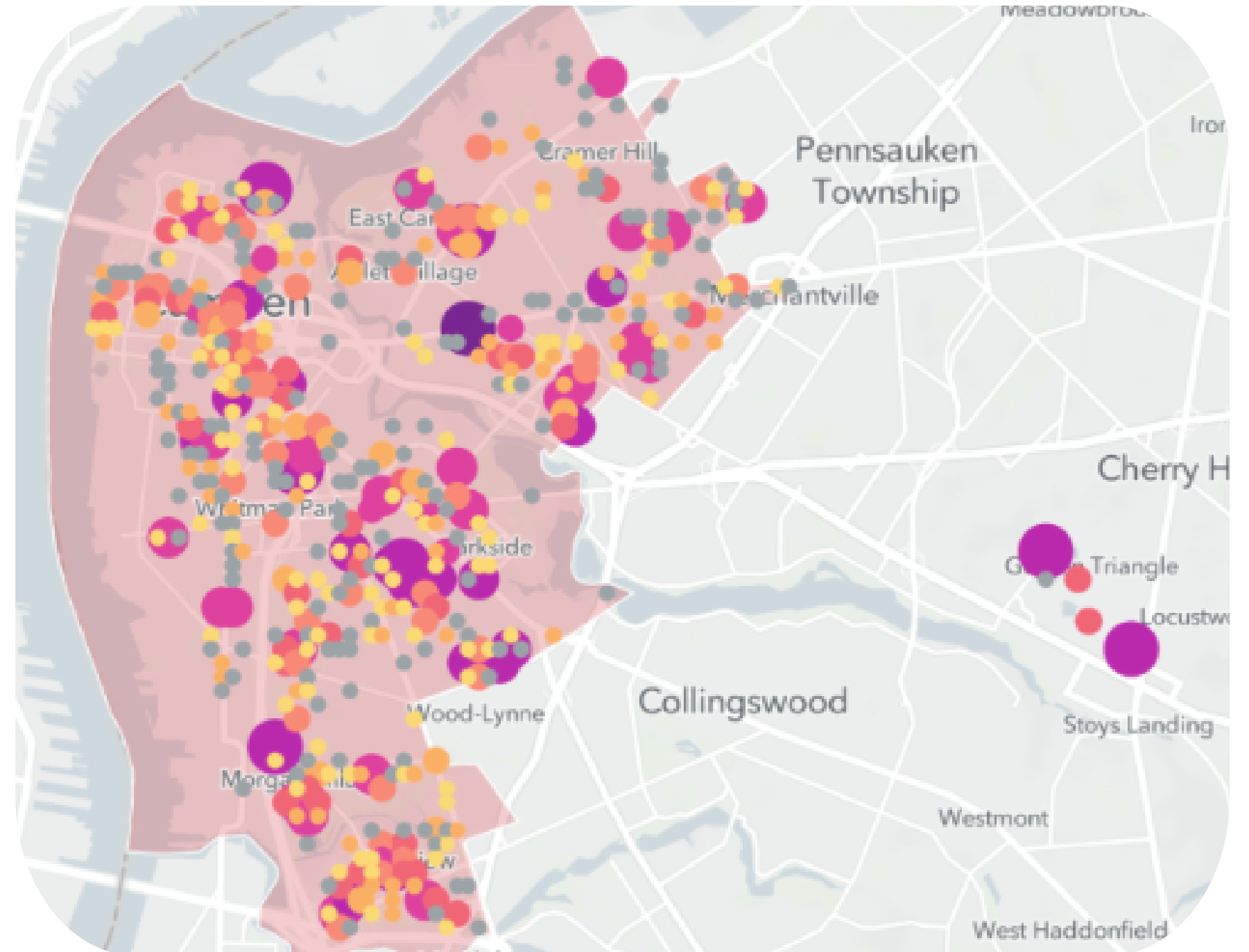


Download the Camden Loop app.

Powered by  VIA

Everything you
need to know
about Camden
Loop.

Book trips right from your phone, get picked up in minutes, and travel around Camden without needing a car.



Camden Loop

Est. 2023



CAMDEN COMMUNITY
PARTNERSHIP
DRIVEN BY PROGRESS | FOUNDED ON EQUITY

CAMDEN LOOP

CELEBRATING TWO YEARS OF SERVICE

RIDES SINCE
LAUNCH

100,000+



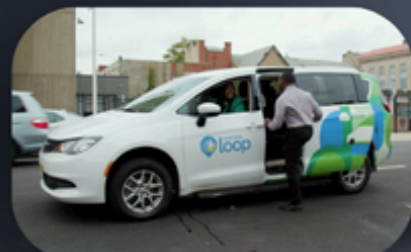
GROCERY
STORE AS
DESTINATION

27% OF TRIPS



Average
Trip Rating

4.9 OUT OF 5



CAMDEN
loop



Camden Loop

Est. 2023





Leslie Hampton of Camden was substitute teaching, she rode the Loop in the afternoons. After talking to her drivers, she joined the ride-on-demand service as a driver about five weeks ago.
Credit: © Neill Borowski | July 23, 2024



Camden Loop

Est. 2023

THE SUN NEWSPAPERS



City resident Tameeka Mason is among the regular users. Mason, 42, who has a driving phobia, uses the service at least three times a week to transport her to Cramer Hill from her North Camden home so she can use the community space at the Salvation Army Camden Kroc Center there.

“You can’t beat the \$2 (one-way) fare,” said Mason. “It’s \$4 for a round-trip. If you compare that to a cab fare or taking Lyft or Uber, it’s a real value.”



Camden Loop

Est. 2023

Service at a glance



The Camden Loop is performing well across both ride quality and ridership metrics

120k+ rides

Since June 2023

16.4k rider accounts

23% of Camden's population

+75% increase

monthly request growth since last EBR (6,000+ requests a month to 11,000+)

4.9 avg trip rating



Camden Loop

Est. 2023

Who's Riding



89%

Do not own a personal vehicle



72%

Have a household income < 50k

Why are they riding



66%

Use RIDE to get to work or school



22k

Riders in-zone are ADA eligible or are 65+

Our impact



27%

Growth in ridership from Jul. 24 to Jul. 25 without additional spend



71%

Increased access to jobs within 30 minutes of travel from downtown



Camden Loop

Est. 2023



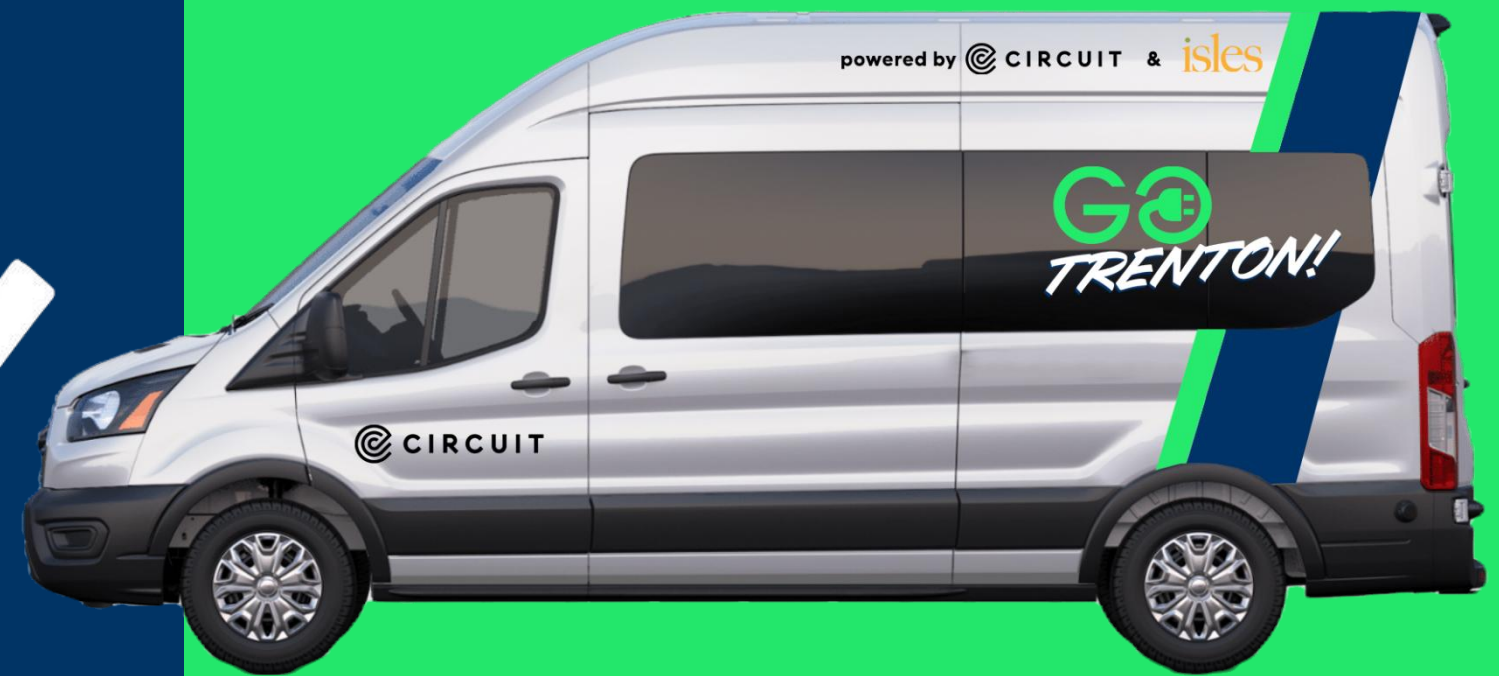
CAMDEN
loop

THANK YOU

GO TRENTON!

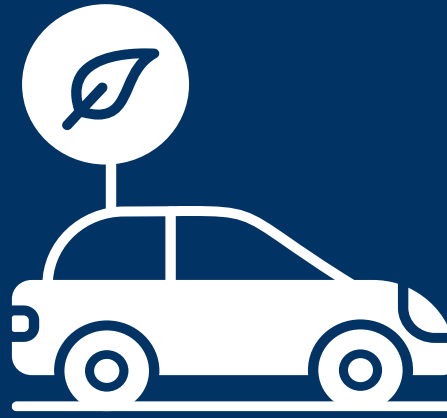
Powered by **isles** & **@CIRCUIT**

Kep Short
GO Trenton! Director





on-demand



zero-emissions



affordable

***GOtrenton!* is a project of Isles, Inc.
(a sustainability non-profit in Trenton).**

***GOtrenton!* is an all-electric affordable community rideshare service
connecting Trenton residents to jobs, healthcare & essential
resources using emission-free transportation.**

The “Why”: Trenton’s Dual Challenge

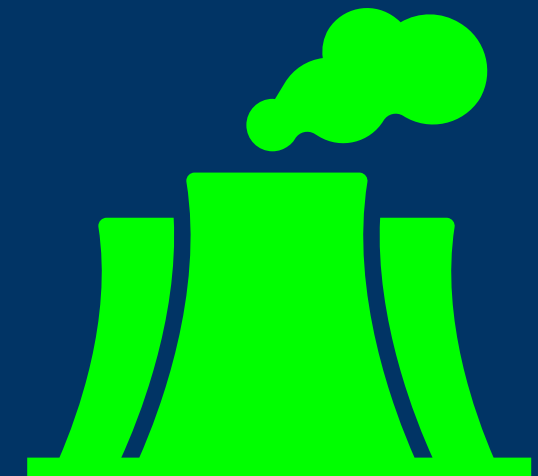
Mobility Gap

- Trenton residents face significant transportation barriers that limit access to jobs, healthcare, and services.
- 27% poverty rate and 30% of households do not own a vehicle



Environment Justice Crisis

- Trenton suffers from disproportionate air pollution.
- Trenton residents account for 76% of county’s asthma-related ER visits (but only 25% of county’s population)



The Vision: An Ambitious Beginning

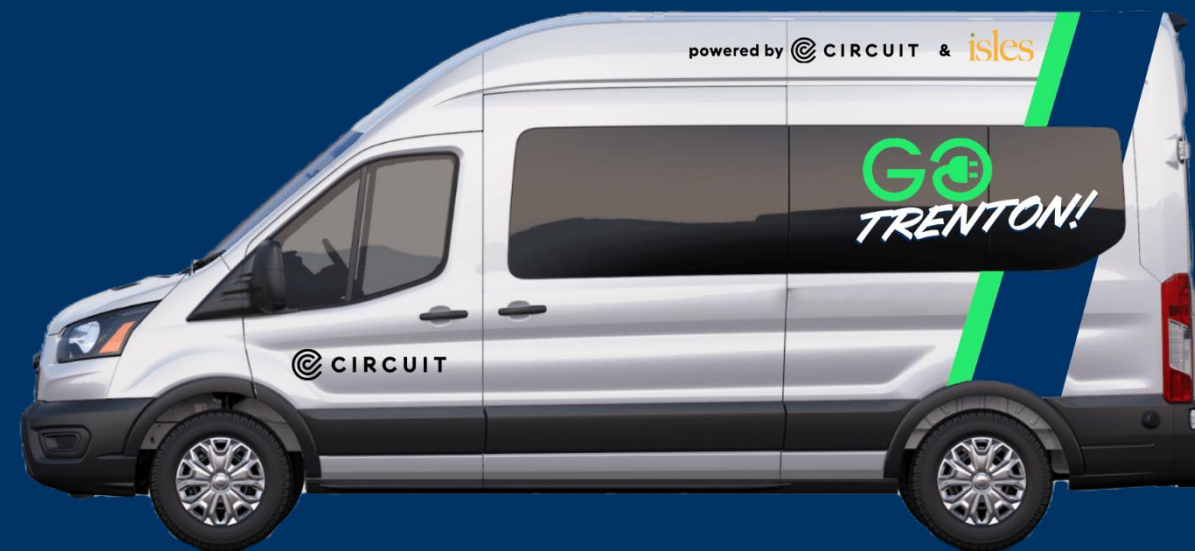
1 - Create safe
& affordable
transportation

2 - Improve air quality

3 - Replicable model



Rideshare
and Carshare



Community Service
Vans



Infrastructure

A Community-Centered Approach

Surveys

- Over 100 residents were surveyed, with 96% stating the program would be beneficial to Trenton



Listening Sessions

- Multiple sessions with BIPOC & low-income residents (who make up 70% of city's population)
- Equitable Routes committee to help draw service area



The Launch and Year One

The Pivot and the Partnership

- The model was scaled back to free ride-share and contracted van service due to funding
- Circuit was selected as the operational vendor
- Drivers to be employees, not contractors



The Obstacles

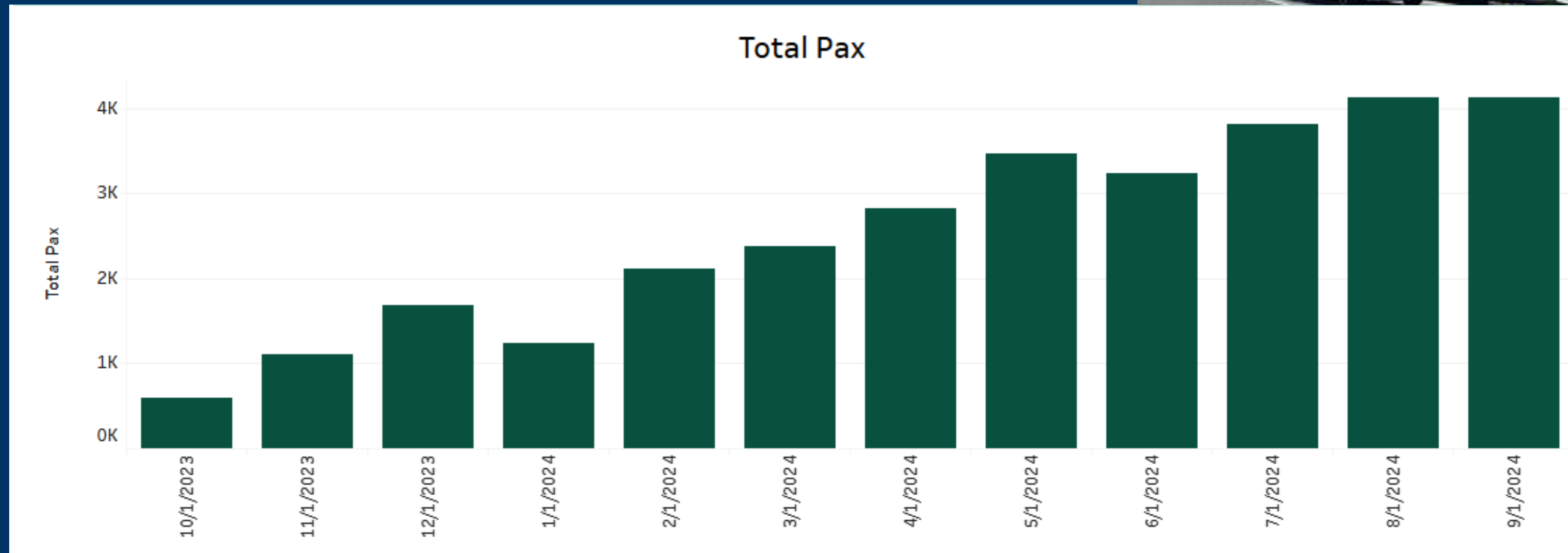
- Delays in HQ construction forced a soft launch from a temporary, under-equipped location
- Vehicle issues – GEMs had speed restrictions, charging issues, and limited HVAC



Year One Results

Proof of Concept

- Ridership goals were exceeded within 5 months
- 40,000 passengers transported
- Saved 20 metric tons of CO²



Year Two: Present Day

Service Upgrades



Expanded Coverage Area

Service has extended to include the entire city of Trenton, representing 2.5 times the current coverage area.



Vehicle Upgrades

Our smaller GEMs have been replaced with EV Kia Niro SUVs, complete with heat and A/C, highway access, and enhanced safety features.



Curb to Curb Service

On-demand service picks up riders at their exact location, eliminating the need to walk to fixed pickup spots.



Customer Service Hotline

During service hours, passengers can call to request rides in English or Spanish.



Sunday Service Hours

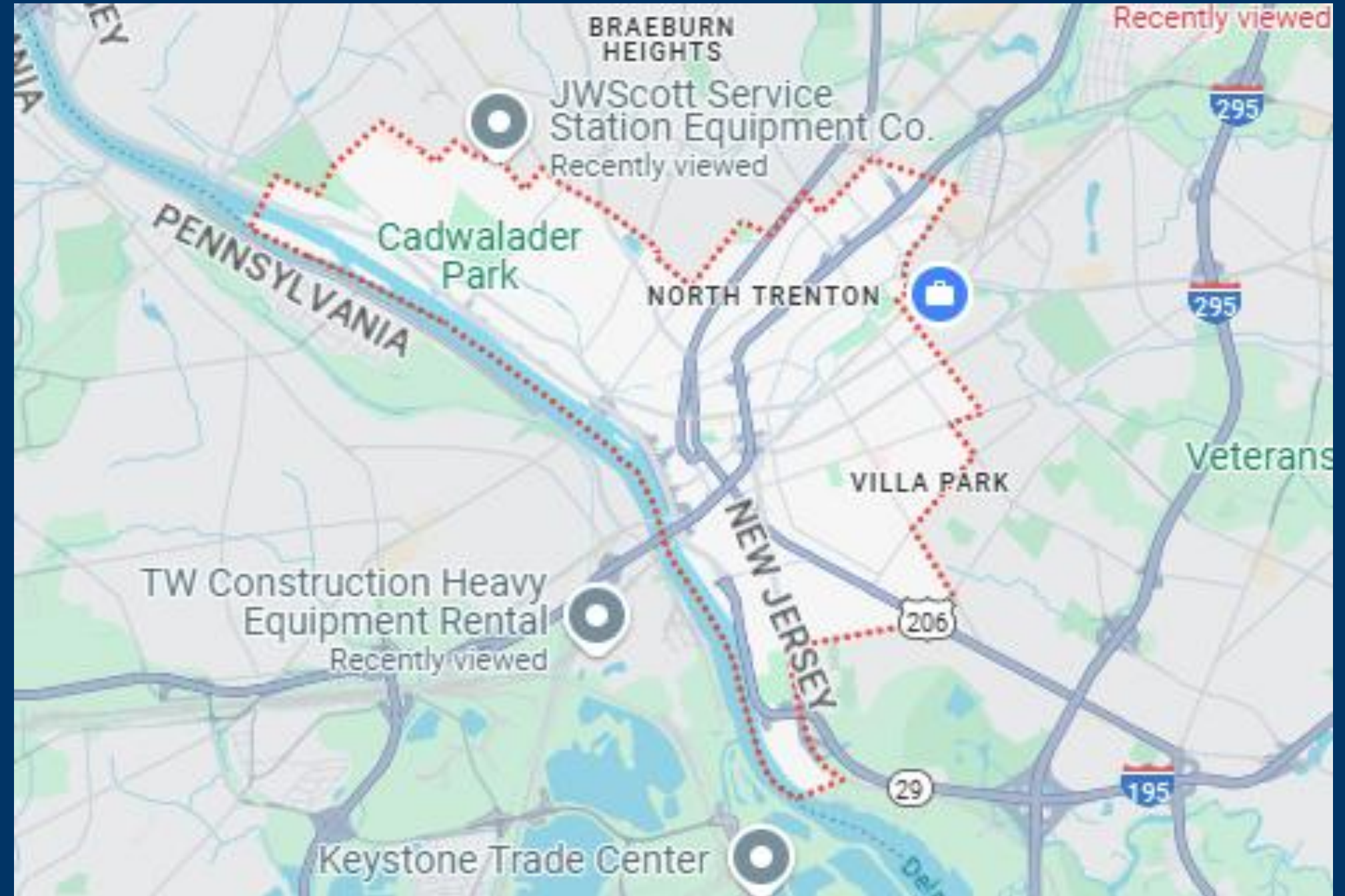
Operations now include Sundays from 7 a.m. to 1 p.m.



TRENTON!

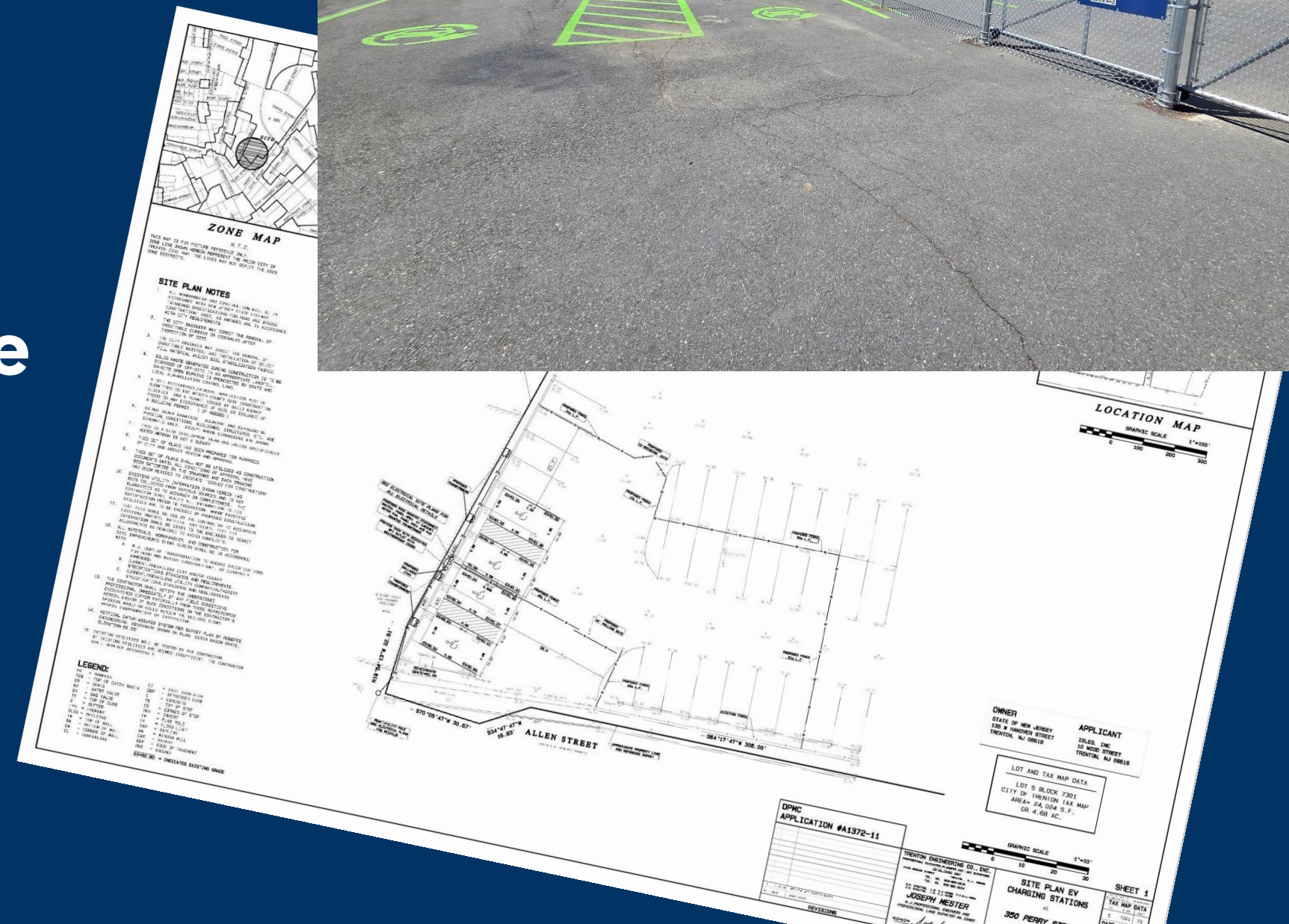
On-Demand Rideshare Access to the Entire City of Trenton

- Trenton Transit Center
- Roebling Market
- Henry J. Austin Health Center
- Capital Health Regional
- Stubblefield Senior Center
- TASK and Rescue Mission
- Cure Arena
- City, County, State offices/services
- ... **and more!**



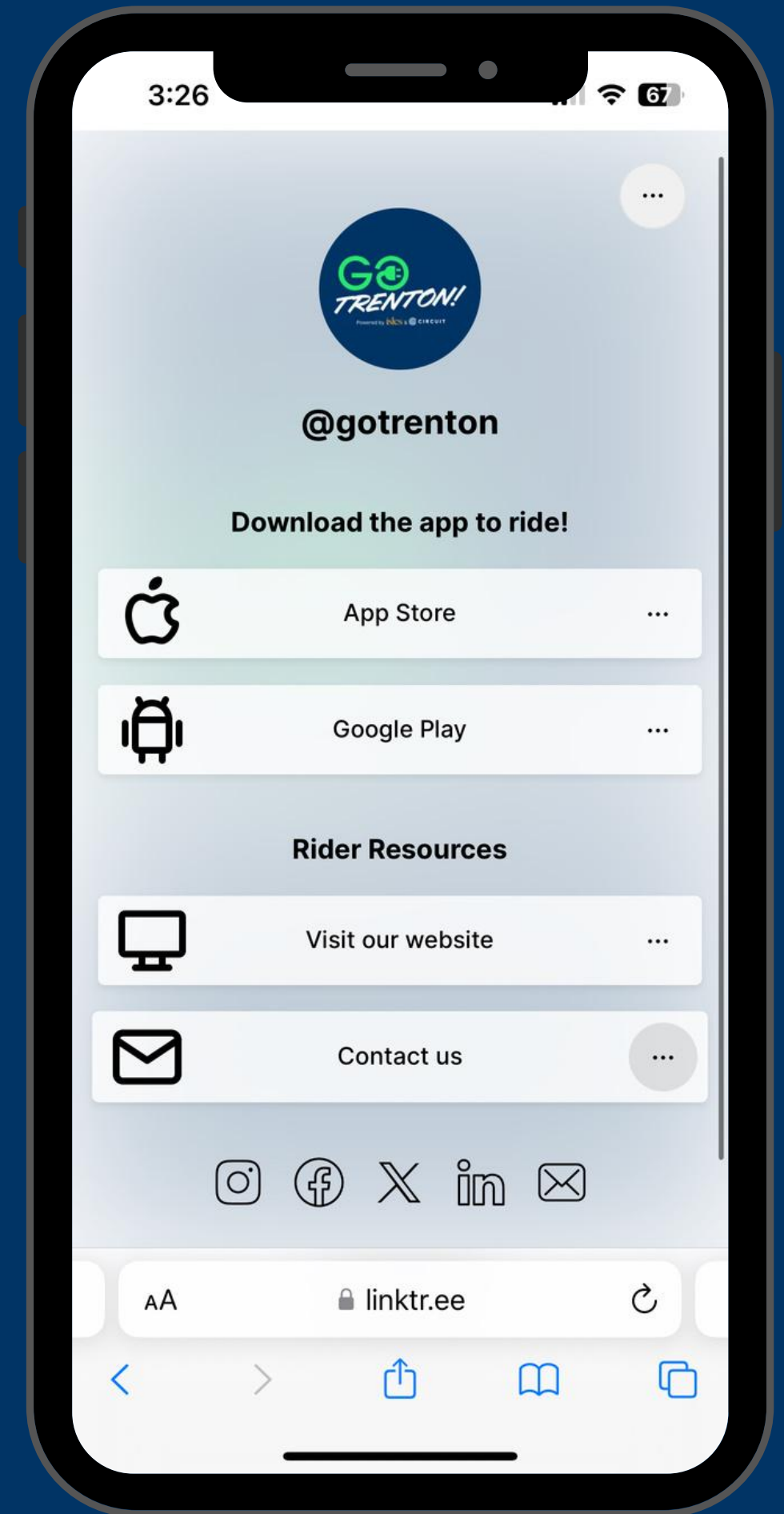
New TRENTON! Headquarters

- Opened May 23rd
- Located behind Perry St.
Fire Station at 265 Allen St.
- Centered within our operating area
- 16 secure parking spaces, 6 available
chargers, fencing, and storage



Rides are hailed through our app and are only \$2 per ride

- Credit Card
- Debit Card
- Prepaid and Gift Cards
- Cash

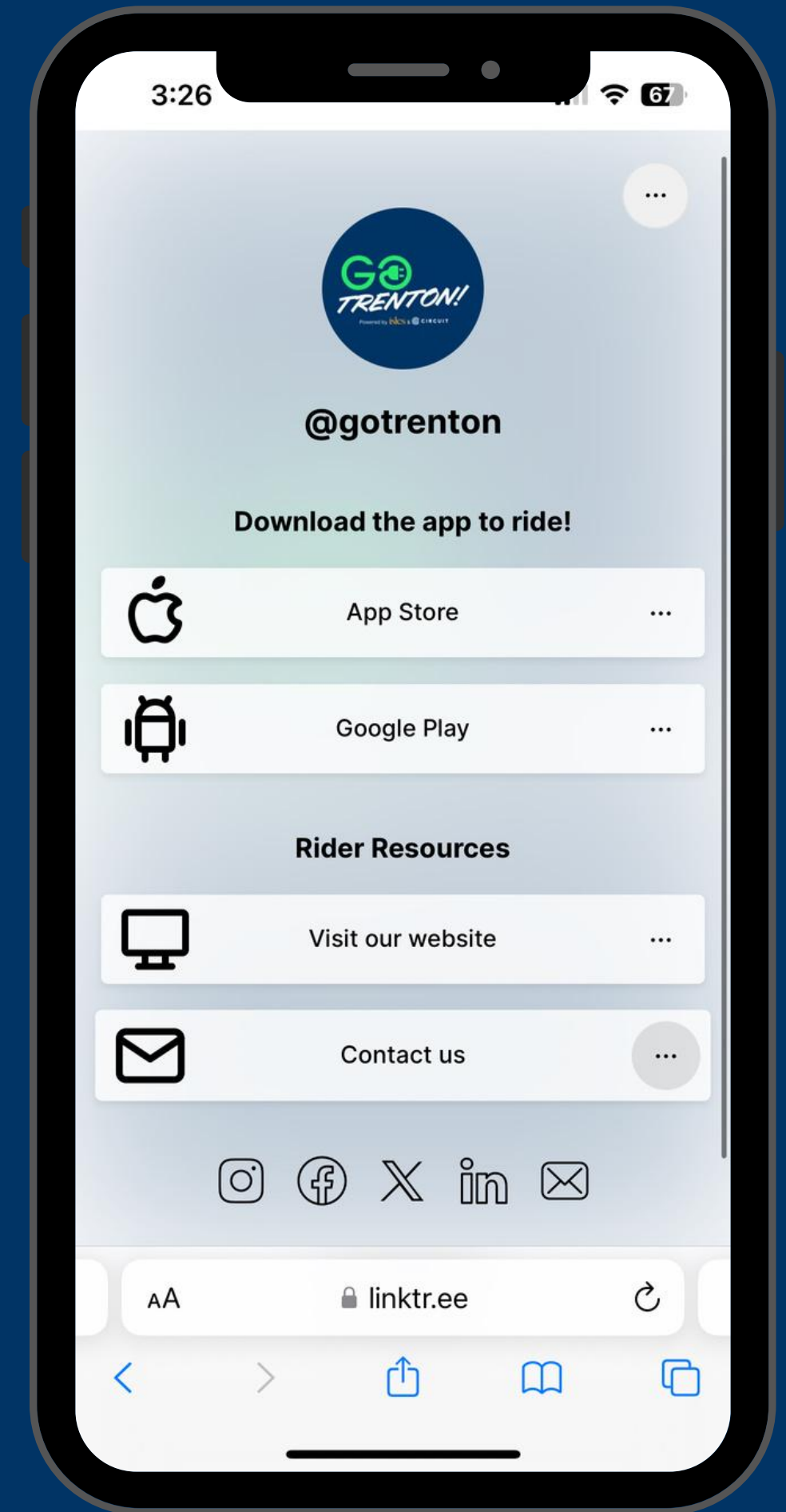


Hotspots

Always Free!

- Trenton Area Soup Kitchen (Escher St)
- The Rescue Mission (Ewing St)
- Children's Home Society (Roebbling Mkt)
- Medina Health Center (N. Olden Ave)

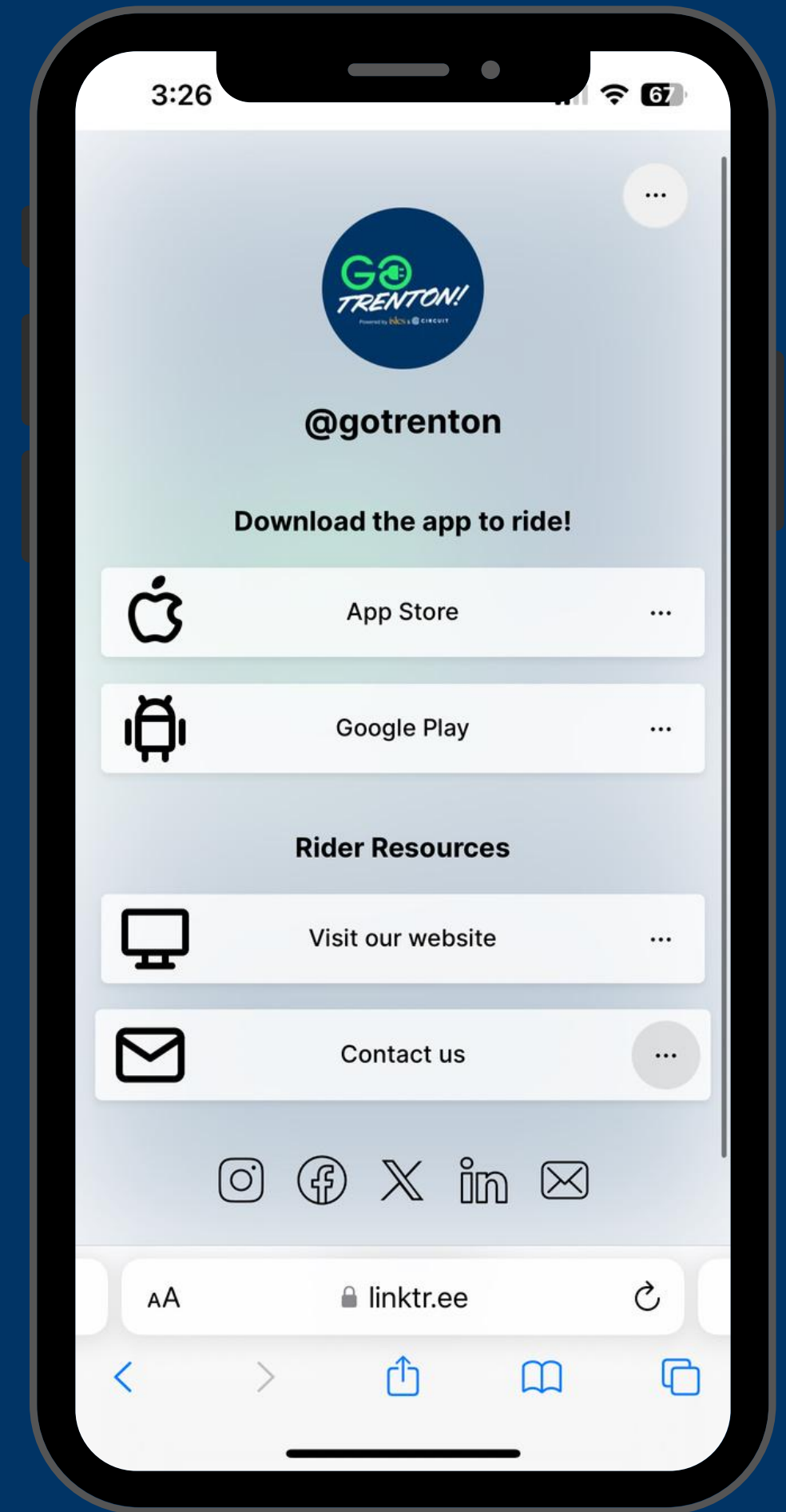
gotrenton.org



The Basics

- **Hours of operation:**
 - Mon - Fri: 7am - 6pm
 - Sat: 12pm - 5pm
 - Sun: 7am - 1pm
- Fare is \$2 PER RIDE
(regardless of number of passengers)
- Passengers must be 16 or older
to ride unaccompanied
- Infants require a carseat

gotrenton.org





The Last 12 Months

August 2024 – August 2025

- 45,165 trips
- 60,329 passengers
- 4.8 driver rating (out of 5)
- 46,873 miles traveled
- 5,669 gallons of gas saved
- Avg trip = 10:11 and 1.04 miles
- Avg. user age = 34
- Avg. wait time = 17:45

Scaling Up

Next 6 to 12 months

NJDEP funding to purchase an additional 5-6 vehicles

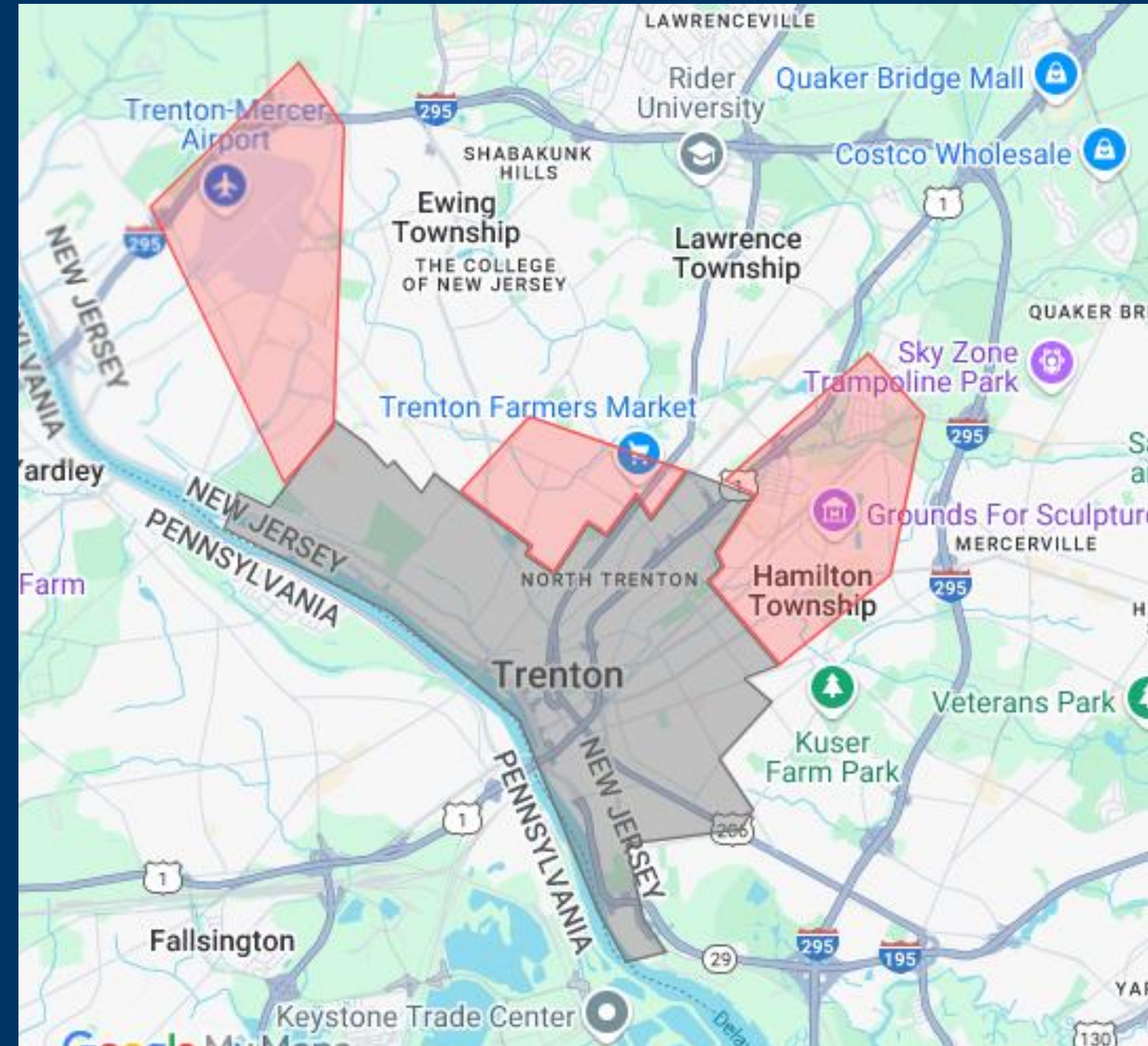


Branching Out

Next 6 to 12 months

- Extend service outside of Trenton for a modest fare

Capital Health Hopewell
Trenton Mercer Airport
Homefront Family Campus
WIC Office – Ewing
Trenton Farmers Market
Shoprite – Ewing
Home Depot – Ewing
Hamilton Train Station
Wal-Mart – Nottingham Way, Hamilton
Grounds for Sculpture



Microtransit/Rideshare Funding

Budget Line items

- State
- Local

State Programs

- E-Mobility (NJ DEP)
- Future of RGGI

Advertising on/in vehicle/App

- Branded vehicles and screens
- Sponsorship / dedicated vehicles

Microtransit/Rideshare Funding *Program Development*

NJ DEP e-Mobility program

- \$883,000
- VW settlement funds

Energy Foundation

- \$240,000
- National & State agencies

Microtransit/Rideshare Funding *Start-up*

NJ DOT / Mercer County MATIP program

- \$1.895M
- NJ Legislation – State Budget Appropriation

PSE&G *Make Ready* program

- \$94,870
- Covered all charger installation costs except hardware

NJ DEP *It Pays to Plug In* program

- \$32,000
- Covered cost of all chargers

Microtransit/Rideshare Funding

Sustainable Operations

NJ DEP e-Mobility program

- \$1.5M
- RGGI

NJ DOT

- \$500k

NJ DOL / MIHIA partnership

- \$100k

NJ DOT FY26 ??

Sustainable Pathway/TTF??

Microtransit/Rideshare Funding *Gaps and Opportunities*

FM/LM – local community programs

NJ Transit

Federal Funding/CMAQ



What is Next?

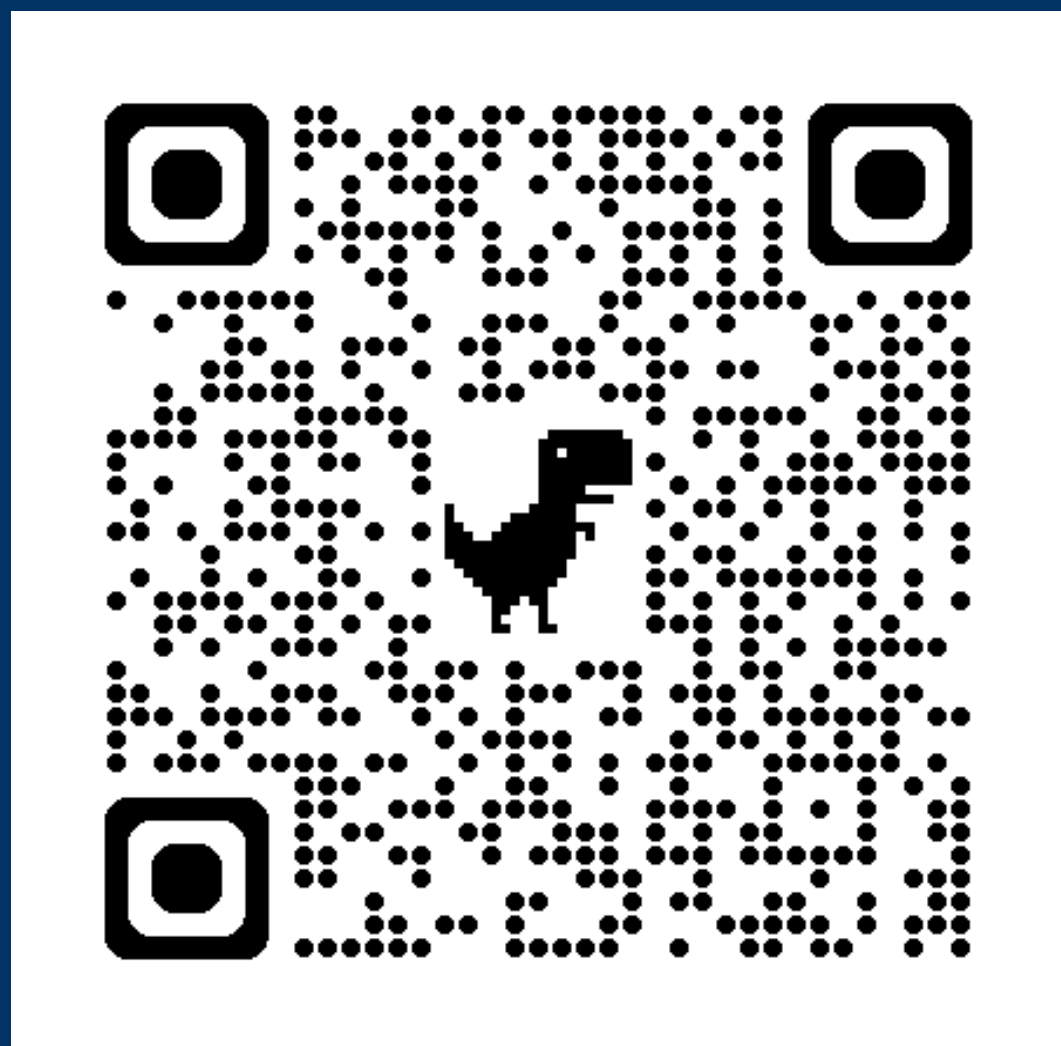
Scaling up capacity to meet demand

Refining the user app experience

Extending into Mercer County

Incorporating carshare options

Establishing consistent revenue streams
(contracted routes, advertising, fares)



gotrenton.org



Ben Haygood

Director of the Johnson Center for Learning & Policy, Isles

bhaygood@isles.org



Kep Short

Program Director, *GO Trenton!*

kshort@isles.org



Planning for Future Directions for the DVRPC CMP

Regional Transportation Committee
October 7, 2025

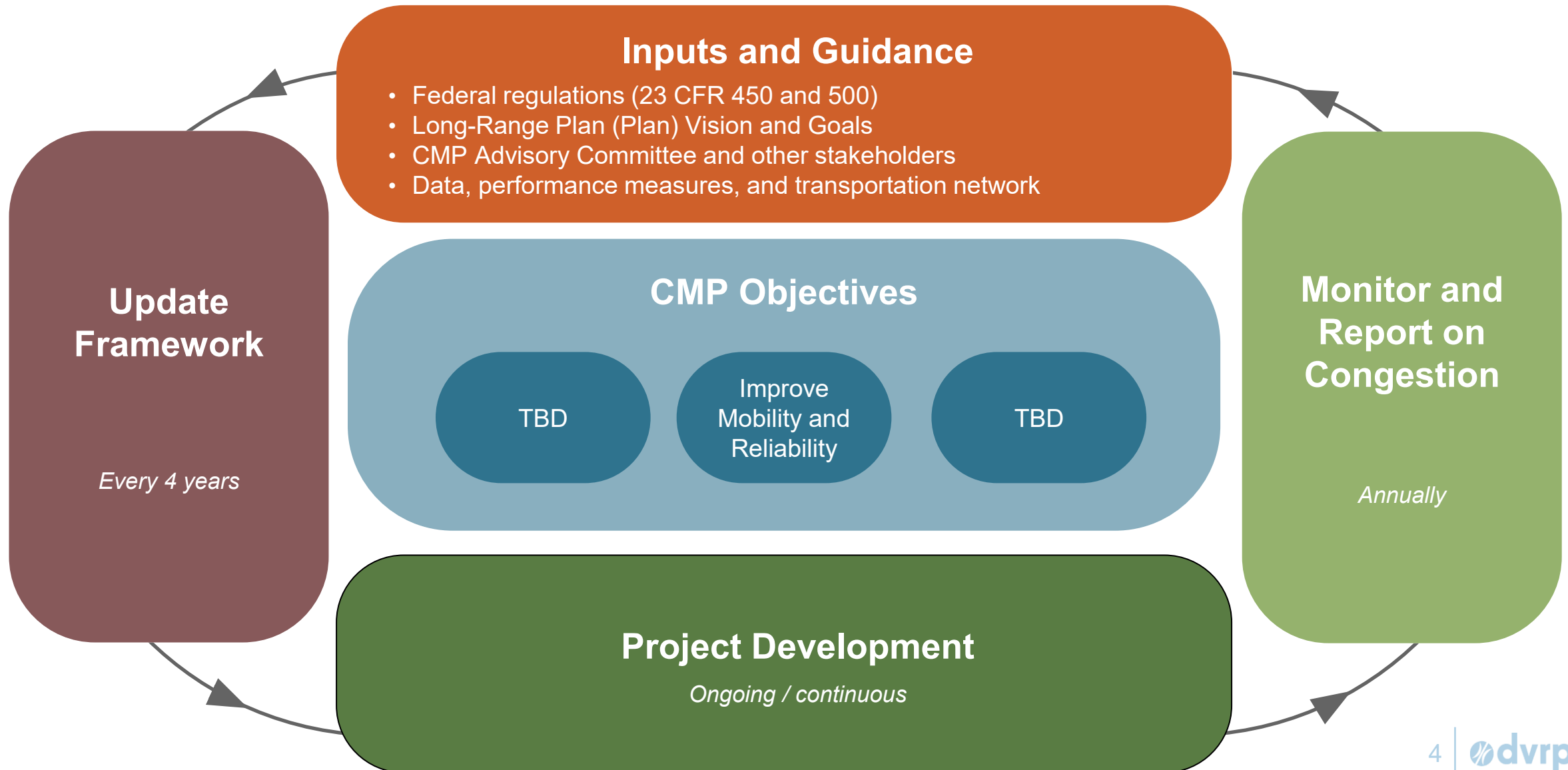
Agenda

- Purpose and Need
- CMP Overview
- Research and Outreach
 - Federal Regulations
 - Peer MPOs and State of the Practice
 - Peer Exchange
 - Internal Staff Program Meetings
- Key Findings
- Next Steps

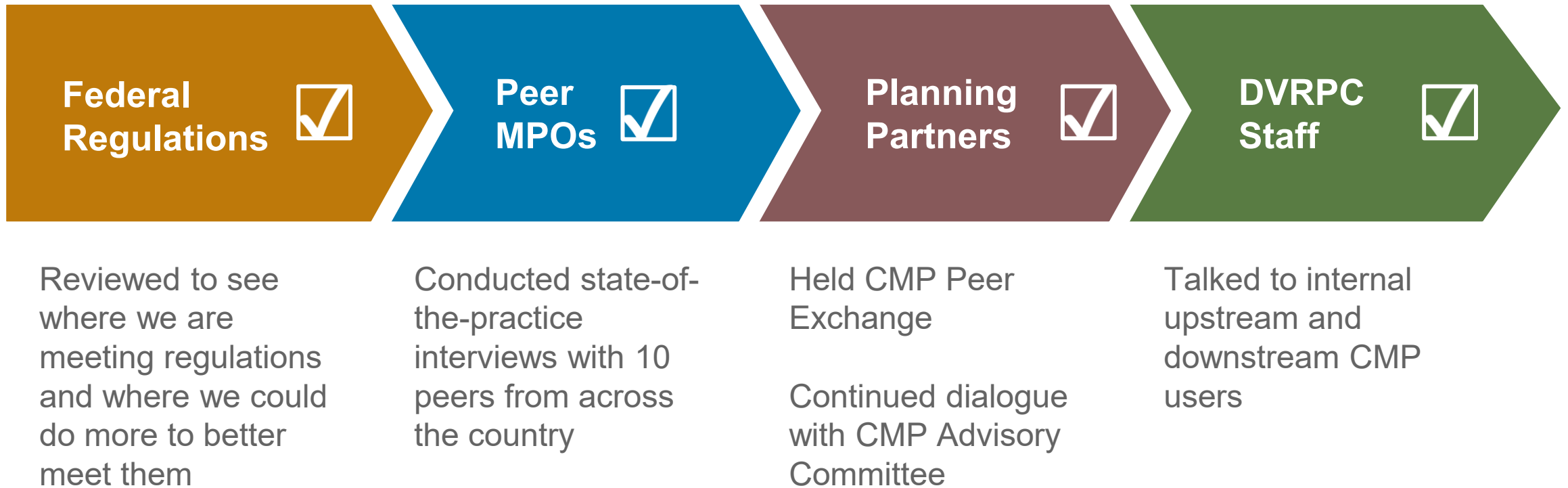
Purpose and Need for CMP Research

- Inform future directions for the CMP and the development of a new framework for the next update
- Gain ideas for how to enhance the CMP as a tool for data-informed project:
 - identification
 - development
 - evaluation
 - decision making
- Learn how best to ensure each project supports the vision and goals of DVRPC's long-range plan and other regional transportation planning efforts

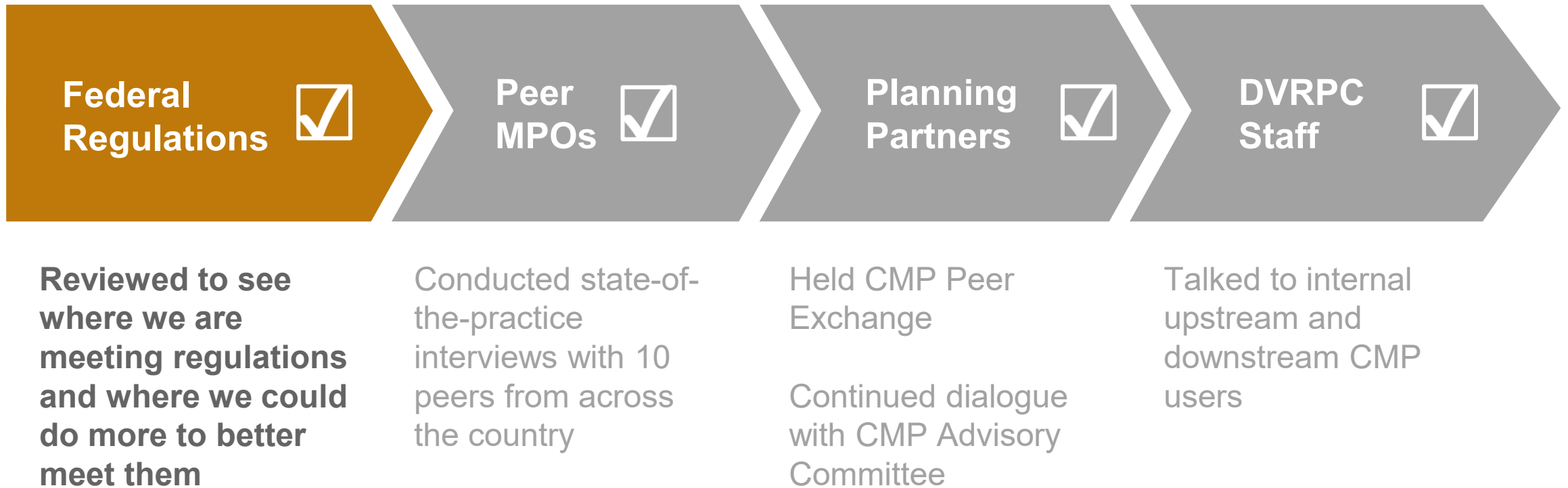
CMP Overview



Research and Outreach to Date



Research and Outreach to Date



Federal Regulations

(Chapter 23 CFR 450.322 Paragraph (f),(part 1))

“In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall **provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies** for the corridor in which a project that will result in a significant increase in capacity for SOVs is proposed to be advanced with federal funds.”



<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.322>

Federal Regulations

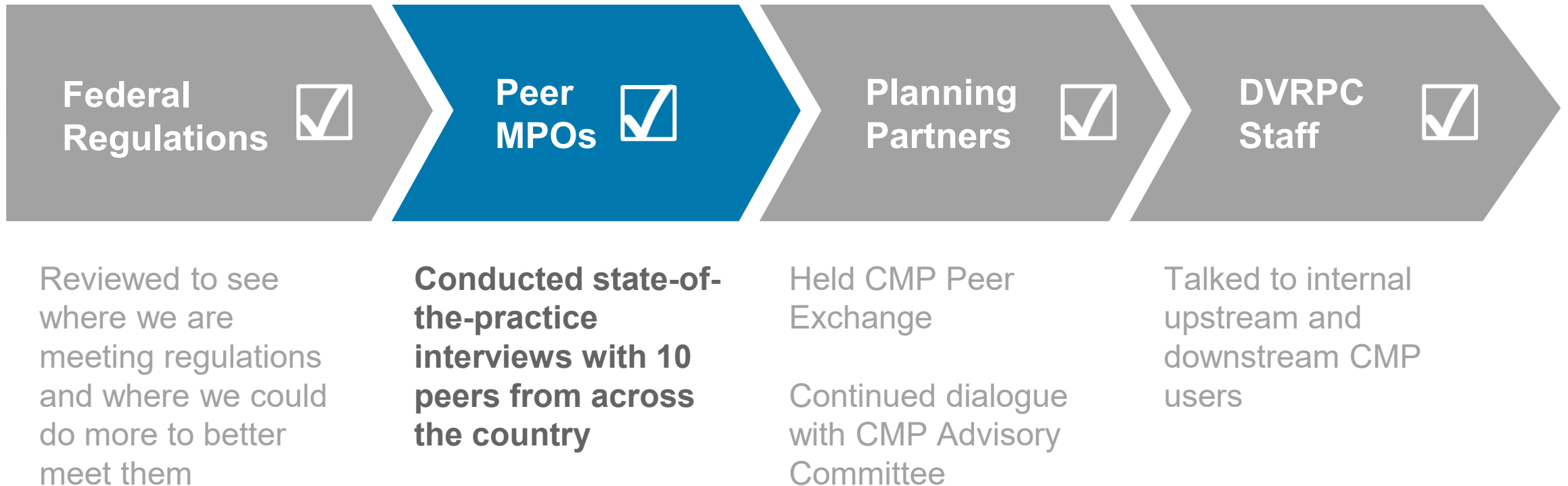
(Chapter 23 CFR 450.322 Paragraph (f),(part 2))

“If the analysis demonstrates that travel demand reduction and operational management strategies cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the congestion management process shall **identify all reasonable strategies to manage the SOV facility safely and effectively** (or to facilitate its management in the future).”

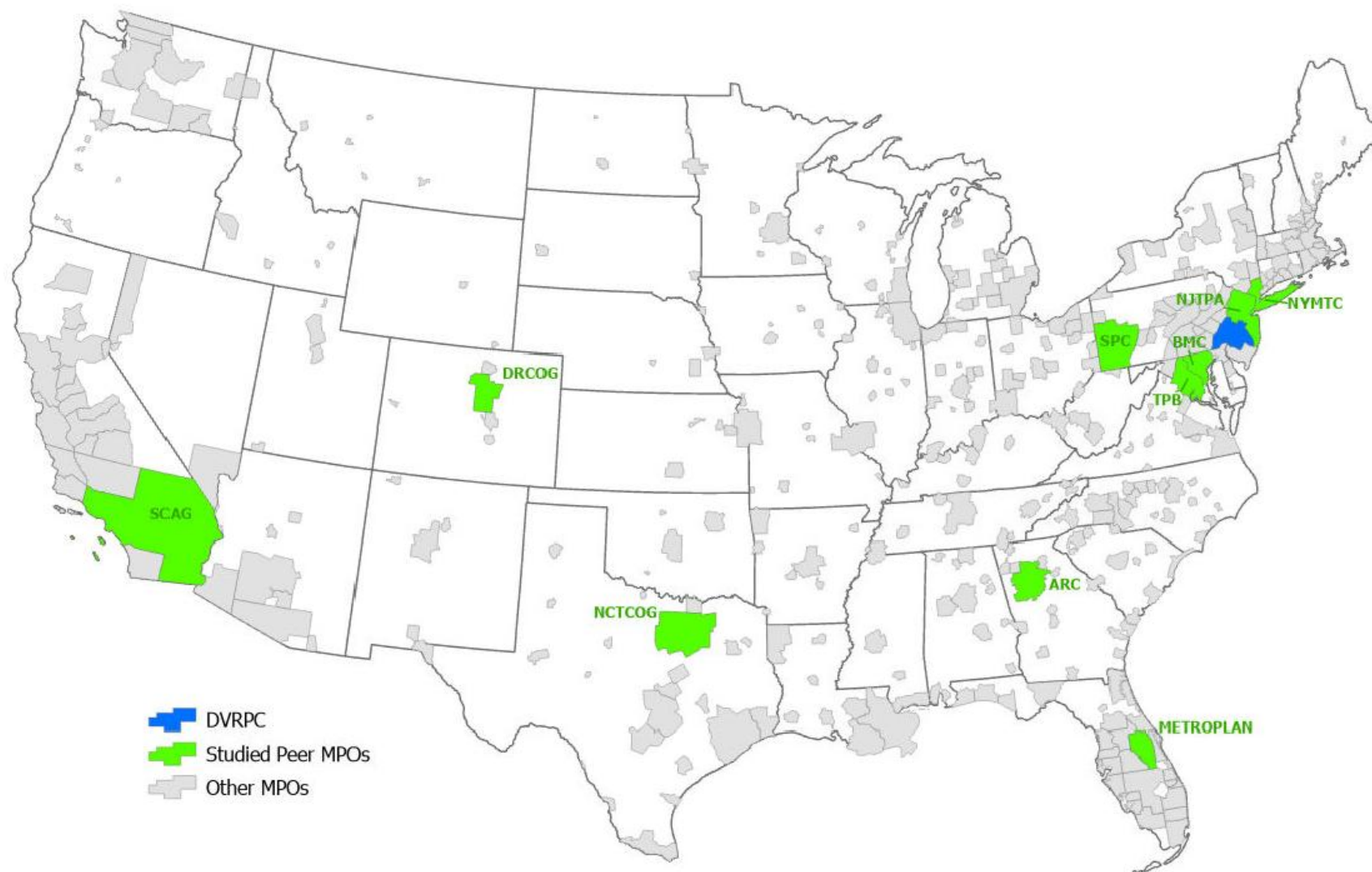


<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.322>

Research and Outreach to Date

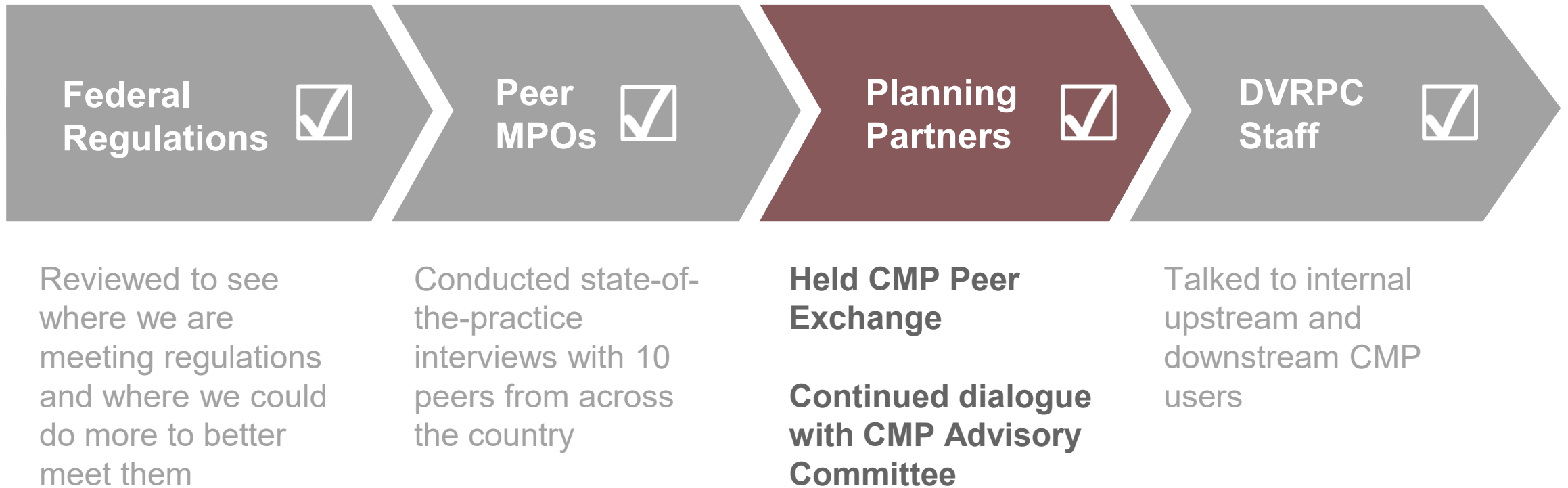


State-of-the Practice Peer Interviews



- Atlanta Regional Commission (ARC)
- Baltimore Metropolitan Council (BMC)
- Denver Regional Council of Governments (DRCOG)
- METROPLAN Orlando
- National Capital Region Transportation Planning Board (TPB)
- New York Metropolitan Transportation Council (NYMTC)
- North Central Texas Council of Governments (NCTCOG)
- North Jersey Transportation Planning Authority (NJTPA)
- Southern California Association of Governments (SCAG)
- Southwestern Pennsylvania Commission (SPC)

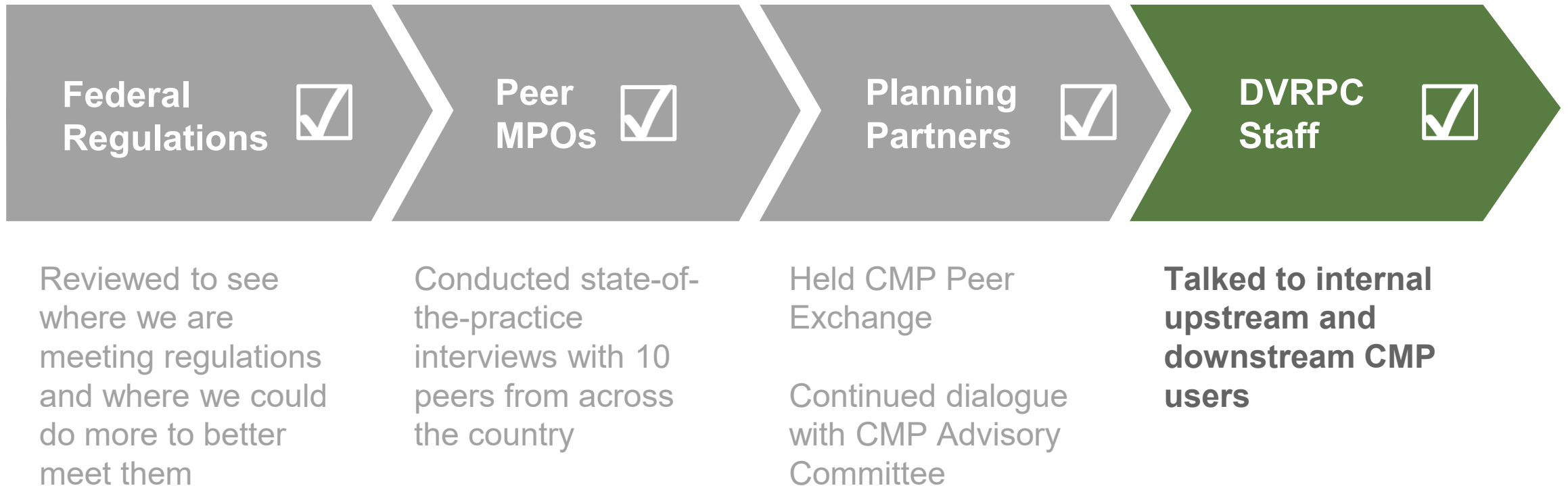
Research and Outreach to Date



CMP Peer Exchange



Research and Outreach to Date



DVRPC Staff

- Transit, Bike, and Ped
- Circuit Trails
- Project Implementation
- Planning Innovation
- Smart Growth
- Community and Economic Development
- Mobility Analysis and Design
- Travel Trends and Forecasts
- Transportation Operations
- Travel Demand Management
- Freight and Clean Transportation
- Capital Programs
- Long-Range Planning
- Coordinated Human Services Transportation Plan team

Key Findings

- CMP Framework and Analysis
- Project Development
- Communications and Engagement

Key Findings

CMP Framework and Analysis

- Prioritize CMP Objectives and use them to inform approaches to manage congestion.
- Streamline the identification and assessment of congested locations and revise priority scoring.
- Tailor strategies to the conditions specific to congested locations and community needs.
- Make before-and-after performance evaluations the expectation.

Key Findings

Project Development

- Integrate more and earlier involvement in project development.
- Operationalize the requirement to first consider alternatives to adding SOV-capacity.
- Develop project sponsor CMP evaluation forms to ensure regulatory requirements are met.
- Increase emphasis on developing and tracking supplemental commitments for major SOV capacity-adding projects to ensure the MPO region gets the most long-term benefit.

Key Findings

Communication and Engagement

- Clearly communicate CMP findings and recommendations.
- Undertake ongoing monitoring and reporting on congestion.
- Collaborate more within DVRPC to implement the CMP and for CMP updates.
- Support continual process improvements and engage with larger community on CMP best practices.

Next Steps

- Kick off CMP update
- Meet with CMP Advisory Committee (Doodle poll coming out this week)
 - Share and review draft *Future Directions for the DVRPC CMP* memo
 - Follow up survey
- Plan for remainder of the Fiscal Year (what we're currently thinking)
 - *CMP Policy and Procedures for Project Development*
 - New CMP project evaluation forms
 - Governance Committee
 - Strategy Profiles Update
 - Monitoring Report



Thank You.

www.dvrpc.org

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities.

For more information about DVRPC's Title VI Program or to obtain a Title VI Complaint Form, visit www.dvrpc.org/GetInvolved/TitleVI, or contact DVRPC's ADA and Title VI Compliance Officer Shoshana Akins by calling 215-592-1800 or via email at public_affairs@dvrpc.org.