
DVRPC FY2010
Transportation Improvement
Program
for New Jersey

Adopted July 2009



The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.



The symbol in our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The circular shape symbolizes the region as a whole. The diagonal line represents the Delaware River and the two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by 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 its findings and conclusions, which may not represent the official views or policies of the funding agencies.

DVRPC FY2010 Transportation Improvement Program for New Jersey

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General Overview of the TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2010 Transportation Improvement Program (TIP) for the New Jersey portion of the region (FY2010-2013). The DVRPC and its member governments have worked diligently to prepare a program of projects that responds to the needs of the region, and at the same time complies with federal and state policies.

In the New Jersey Subregion, the TIP contains over 188 projects, totaling over \$1.76 billion for the phases to be advanced over the next four years, averaging \$440 million per year. Programmed funds include \$916 million for projects primarily addressing the highway system and \$846 million for transit projects sponsored by NJ TRANSIT and DRPA/PATCO. Table 1 presents a funding summary of the DVRPC program by county and transit operator for each of the four years in the New Jersey TIP.

The FY2010 TIP for New Jersey meets the federal requirements of being financially constrained to a level of funding that is available to the region, as established in the financial guidance provided by the New Jersey Department of Transportation (NJDOT). See Appendix B for further details on this guidance.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, most recently the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which was enacted August 10, 2005, as Law 109-59. SAFETEA-LU builds on the initiatives established in both the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Record transportation investment has been prescribed for a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety improvements, intermodal projects, and advanced technologies, such as Intelli-

gent Transportation Systems. SAFETEA-LU promised to spend more than \$286 billion nationally on transportation over the five years through FY2009 and guaranteed that most of the money would be appropriated.

What this Document Includes

The complete TIP document has been divided into four sections. The first section is a general overview of the TIP and the TIP development process, intended to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The second section contains various summaries of the New Jersey programs. The third section describes the TIP Public Involvement process, including issues relating to Environmental Justice. Finally, the fourth section contains an explanation of funding and phasing codes and abbreviations, project maps, project lists, and project descriptions.

At the end of the document, there are seven appendices: (a) DVRPC Board Resolutions, (b) State DOT Financial Guidance used in developing the program, (c) Executive Summary of the Documentation of the Conformity Finding, (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP, (e) Summary of Public Outreach, Public Comments, and Agency Responses, (f) NJDOT 10-year State Transportation Improvement Program, and (g) NJDOT Tier 2 Projects.

Using the Web

The TIP can also be found on the DVRPC website, where you can easily search throughout the TIP or review the current DVRPC TIP for New Jersey. The web includes an interactive method for displaying maps and project listings. Using Google maps as a base, projects can be located using either street grid or aerial views. To use the DVRPC TIP web page, go to www.dvrpc.org/TIP/.

What is the TIP?

The TIP is the agreed upon list of specific priority projects. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, the most recent of which is the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU. The list is multi-modal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The TIP covers four years for the New Jersey portion of the region and is updated annually. In Pennsylvania, the TIP covers a four year period and is updated every other year.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as an Appendix D in this document.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add

projects to the TIP, others must be deferred. As a result, the TIP is not a wish list; competition between projects for a spot on the TIP clearly exists. The financial guidance used to develop each of the programs is included as Appendix B in this document.

The TIP is authorization to seek funding. A project's presence in the TIP represents a critical step in the authorization of funding to a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The time frame shown in the TIP is the best estimate at the time of TIP development, which is six to nine months prior to the beginning of the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and get reprogrammed to later years.

The TIP is not a guarantee of project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

Regional Consensus

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

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

Regionally significant projects must be drawn from the region's Long-Range Plan, and all projects in the TIP must help implement the goals of the plan. The Long-Range Plan, required by federal law, is the document which helps direct transportation and land use decisions over a minimum 20 year horizon. The plan presents an extensive list of policies and strategies, as well as the actions required to carry them out.

While all projects included in the TIP must be consistent with the Long-Range Plan, projects which add capacity for single occupant vehicles must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process which attempts to meet increasing travel demand through non-capacity adding strategies where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's current long-range transportation plan, *Connections 2035*, into a short-term program of improvements. For further information about policies and strategies of the Long-Range Plan, *Connections 2035*, visit the Long-Range Plan on the Internet at www.dvrpc.org/LongRangePlan/.

How is the TIP Funded?

The major funding source for the projects in the TIP is SAFETEA-LU, administered through the US Department of Transportation's Federal Highway Administration and Federal Transit Administration. In addition, funds are made available by the states of New Jersey and Pennsylvania to match federal funding in varying ratios, and to provide 100 percent financing for selected projects. Local counties, municipalities, and private developers or toll authorities, as well as transit operators may also participate in providing matching funds for federal aid. New

funding sources and innovative funding techniques are constantly being sought.

Who are the Players?

Approximately 20 agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

How Does a Project Get on the TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precedes a project's inclusion on the TIP. Although there are several ways in which a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs analyses and citizen complaints and inquiries. Since only DVRPC member agencies are allowed to formally submit candidate TIP projects, the local proposals are in turn reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state level in much the same way.

Once each county and operating agency has developed their own list of projects and priorities, they are brought to DVRPC where the Regional Transportation Committee

(RTC) reviews them. The RTC seeks to insure that the highest priorities of the region are being addressed within the limits of available resources, and to assure consistency among projects and with the region's goals. The RTC, composed of state, county, and city planners; transit operators; citizen representatives; and transportation related interest groups make recommendations to the DVRPC Board.

Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cities and representatives of the states and operating agencies determine each year's TIP projects. After considering the recommendations of the RTC and the comments received from the Regional Citizens Committee and the public, the Board determines the final list of projects to be included in the TIP and adopts it as its selection of projects to be advanced.

What Happens to a Project Once It 's on the TIP?

Once a project is on the TIP, a considerable amount of work still remains to be done to bring it to completion. The designated lead agency is responsible for insuring that their project moves forward - the lead agency in most cases is the state DOT or transit operator, and in some cases, a county or city.

Highway projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, construction). Each phase is included in the TIP showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles such as environmental issues and community concerns. Tracking each project 's progress is important so that delays can be

identified and remedied as soon as possible, and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

Why is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process between all levels of government and the public and business communities will insure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process and interest groups and community leaders have a voice. For this reason, planning efforts for the region's capital improvements exhibit a "bottom-up" approach within the context of a regional plan that gives a top-down perspective.

In What Ways Can the Public Participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit company managers is one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. Finally, once a project is on the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input.

The primary vehicles for ongoing public participation in DVRPC's planning and programming activities are the

Regional Citizens Committee (RCC) and the Goods Movement Task Force (GMTF). With representatives from the private sector, social service entities, environmental organizations, and other interest groups, these two bodies review and comment on most DVRPC policies and plans. To become a member of the RCC or the GMTF, please contact DVRPC's Public Affairs Office.

The public and other interest groups also have the opportunity to comment on the TIP before it is officially adopted by the DVRPC Board. DVRPC conducts a 30 day public comment period and holds open house meetings to allow the public an opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Copies of the TIP are available on-line as well as at the DVRPC library. The TIP documents are able to be viewed on DVRPC's website at www.dvrpc.org/TIP/.

Program Summaries

The DVRPC FY2010 Transportation Improvement Program contains project maps, project descriptions, and the appendices for the New Jersey Subregion. The TIP for New Jersey contains over 188 projects, totaling over \$1.76 billion for the phases to be advanced over the next four years, averaging \$440 million per year. Programmed funds include \$916 million for projects primarily addressing the highway system and \$846 million for transit projects sponsored by NJ TRANSIT and DRPA/PATCO. The DVRPC program represents 15.6% of statewide resources (\$10.7 billion), approximately 16.9% for highway and 14.2% for transit funds. The statewide resources figure (\$10.7 billion) does not include \$2.5 billion for projects administered directly by NJDOT on a statewide basis, or \$93.9 million for the DRPA/PATCO program.

Table 1: Cost Summary by County and Transit Operator in the New Jersey Subregion(\$ 000)

County/Operator	FY2010	FY2011	FY2012	FY2013	TOTAL
Highway					
Burlington	\$70,725	\$84,690	\$55,340	\$700	\$211,455
Camden	\$30,015	\$38,604	\$65,679	\$117,600	\$255,898
Gloucester	\$17,465	\$4,870	\$2,570	\$33,309	\$58,214
Mercer	\$23,608	\$27,131	\$30,750	\$9,550	\$91,039
Various	\$85,899	\$69,151	\$67,081	\$77,820	\$299,951
Total Cost - 4 Year Highway Program Subtotal	\$231,712	\$224,445	\$221,420	\$238,979	\$916,556
Transit					
DRPA/PATCO	\$29,635	\$20,755	\$22,505	\$21,005	\$93,900
NJ Transit	\$171,677	\$180,312	\$198,865	\$201,982	\$752,836
Total Cost - 4 Year Transit Program Subtotal	\$201,312	\$201,067	\$221,370	\$222,987	\$845,736
Grand Total Cost - 4 Year Highway and Transit Program					\$1,763,292
DVRPC, 2009					

Figure 1: Cost Summaries for the New Jersey Subregion

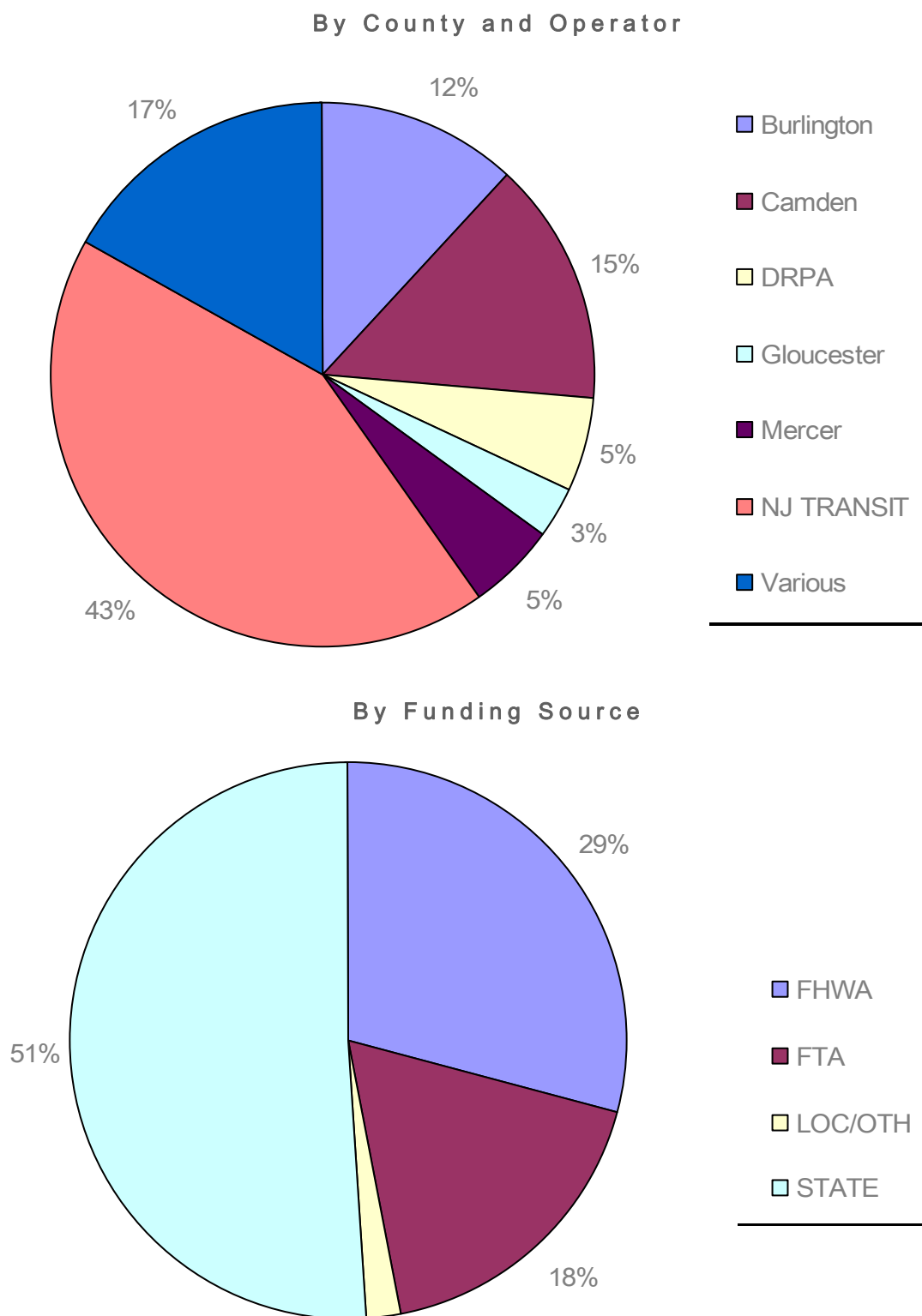


Table 3: Cost by TIP Funding Category

Fund	2010	2011	2012	2013	2010-2012	Out Years
Highway Program						
ARRA-STU	31.351				31.351	
BRIDGE	11.900	27.042	29.621	15.279	83.842	47.560
BRIDGE-OFF	0.850	0.100	5.740		6.690	
CMAQ	3.365	3.370	3.370	3.370	13.475	20.265
DEMO	4.669	8.512			13.181	1.980
EB	13.280	11.000	11.000	11.000	46.280	66.000
HPP10	1.653				1.653	9.189
HPP20	2.001	2.301		1.100	5.402	16.237
HSIP	4.000	3.720	14.120	1.720	23.560	20.820
I-MAINT	19.600	12.700	12.900	90.200	135.400	921.484
NHS	0.600	8.850	4.600	0.700	14.750	68.171
OTHER	1.600	3.200			4.800	
PL	2.198	2.198	2.198	2.198	8.792	13.188
PL-FTA	0.854	0.854	0.854	0.854	3.416	5.124
RHC	1.700	1.800	1.800	2.000	7.300	13.800
STATE	104.680	107.289	103.137	85.139	400.245	455.250
STP	10.492	10.100	11.600	9.200	41.392	54.000
STP-STU	16.219	21.409	16.380	16.219	70.227	97.314
STP-TE	0.700		4.100		4.800	
Program Subtotal	231.712	224.445	221.420	238.979	916.556	1,810.383
DRPA/PATCO Program						
5307ER	5.155				5.155	
5309ER	5.000				5.000	
5340ER	0.475				0.475	
DRPA	3.785	4.135	4.485	4.185	16.590	3.985
FTA-FERRY	2.000	1.000	2.000	2.000	7.000	
LOCAL	0.016	0.016	0.016	0.016	0.064	0.016
SECT 5307	4.840	5.240	5.240	4.840	20.160	3.240
SECT 5309	8.000	10.000	10.400	9.600	38.000	12.400
SECT 5340	0.364	0.364	0.364	0.364	1.456	0.364
Program Subtotal	29.635	20.755	22.505	21.005	93.900	20.005
NJ Transit Program						
CASINO REVENUE	7.670	7.670	7.900	7.900	31.140	47.400
CMAQ						81.194
MATCH	2.300	2.369	2.442	2.518	9.629	16.320
SECT 5307	45.993	45.990	45.779	55.744	193.506	317.105
SECT 5309	7.502	7.746	7.998	8.258	31.504	55.501
SECT 5309D	0.095				0.095	
SECT 5310	1.046	1.104	1.163	1.227	4.540	9.518
SECT 5311	1.380	1.449	1.522	1.598	5.949	10.800
SECT 5316	0.920	0.920	0.920	0.920	3.680	5.520
SECT 5317	0.500	0.526	0.554	0.583	2.163	4.191
STATE	104.271	112.538	130.587	123.234	470.630	882.037
Program Subtotal	171.677	180.312	198.865	201.982	752.836	1,429.586
Total for DVRPC	433.024	425.512	442.790	461.966	1,763.292	3,259.974
Grand Total	433.024	425.512	442.790	461.966	1,763.292	3,259.974
DVRPC, 2009						

Financial Constraint

At the beginning of each TIP update, the State DOT develops "financial guidance" for use by DVRPC and their other Metropolitan Planning Organizations (MPO). The financial guidance establishes highway and transit funding levels which may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance explains how each of the various federal and state varieties of funds are distributed to the regions. The NJDOT Financial Guidance is included in Appendix B. It should be noted that actual levels of federal and state transit funding are determined annually through the budget development and appropriations processes, so the amounts actually applied to projects during a given year will vary (generally lower) from what is shown in the TIP. Since the TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

Federal regulations also require transit operators which receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis showing that the agency is capable of maintaining its existing operations, as well as take on new capital projects and new services.

NJ TRANSIT prepares Financial Capacity Analysis when required for specific projects, which are in turn submitted to the Federal Transit Administration (FTA). Additionally, NJ TRANSIT is subject to annual financial and Single Audits conducted by Ernst and Young attesting to the financial position of the corporation, the integrity of its internal controls, and its compliance with applicable grant provisions, laws, and regulations.

NJ TRANSIT also certifies its Financial Capacity when it submits FTA's Certification and Assurances in Transportation Electronic Award Management System (TEAM) each year. In addition, the FTA periodically conducts Triennial or State Management Reviews, which include a FTA directed review of NJ TRANSIT's compliance in different areas, including its financial practices. The final FTA report for the last Triennial Review for NJ TRANSIT, dated April 27, 2009, reported no serious deficiencies.

Investing in the Region's Planning Areas

The Delaware Valley Region is a mosaic of 353 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into four community types as part of the development of *Connections 2035*, the region's Long-Range Plan. Those four areas are: Core Cities — in the Pennsylvania Subregion that is Philadelphia and Chester, and in the New Jersey Subregion, Trenton and Camden; Developed Communities which represent the region's older suburbs; Growing Suburbs which are experiencing or are forecasted to experience significant additional growth; and Rural Areas where preservation and limited development are key.

As the implementation tool of the Long-Range Plan, the TIP funds a variety of projects that address the transportation needs in all four categories of planning areas. Projects listed in Table 3 illustrate a sampling of projects in the TIP that invest in those areas, promote economic development, and optimize our transportation network and infrastructure. The benefits of the projects are the redevelopment and renewal of core cities, stabilization and revitalization that support older developed communities, appropriate support for growing suburbs, and preservation and limited development in rural areas. A more complete discussion and illustration of planning areas can be

found in the *Connections 2035* Long-Range Plan on the DVRPC website at www.dvrpc.org/LongRangePlan/.

Table 3: Projects that Invest in the Regions Planning Areas

Benefit	Project	County
Supporting Core Cities		
Camden Ferry System	DR6701	Camden
Bus Passenger Facilities/Park and Ride	T06	Camden
City of Camden, Resurfacing	FSD09521	Camden
Trenton ADA Ramps	FSD09523	Mercer
Supporting Developed Communities		
Riverline Light Rail Line from Camden to Trenton	T107	Burlington
Covered Bridge Road Intersection Improvement	252B2	Camden
Supporting Growing Areas		
Egg Harbor Road Hurfville-Cross Keys Road to Hurfville-Grenloch Road	D0503	Gloucester
Route 70 Hartford Road Intersection Improvements	9049B	Burlington
Study and Development BRT Route 1 Corridor	T88	Mercer
Supporting Rural Areas		
Route 29, Moores Station Canal Crossing (aka Pleasant Valley Road)	00362F	Mercer
Supporting Projects of Regional Significance		
Route 295 / 42 / 676 Direction / Missing Moves	355/355A	Camden
Northeast Corridor Improvements	T44	Mercer
DVRPC, 2009		

Congestion Management Process

A Congestion Management Process (CMP) is a systematic process for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multi-modal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the plan and the TIP.

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

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

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

The CMP category of Major SOV Capacity-adding Projects refers to projects that add capacity in a way that

impacts regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects. Being categorized as Major SOV makes a project eligible for some additional support from CMP staff to help it have the most long-term positive effect possible in an environment of limited funding.

The CMP completes a round by evaluating the effectiveness of transportation improvements and then starts updating analysis again on approximately a two-year cycle. Further information about the CMP can be obtained from DVRPC's website at www.dvrpc.org/CongestionManagement/, or from the DVRPC library.

Goods Movement and Economic Development

The SAFETEA-LU federal transportation legislation contains specific provisions to incorporate goods movement and economic development (or, more simply - freight) considerations in the MPO planning process. Through its long-range transportation planning, TIP development, and the conduct of technical studies (e.g., NHS connector study), DVRPC has proactively sought to fulfill the federal requirement to include freight as a primary planning factor. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers, and to maintain the Philadelphia region as an international freight center.

At the forefront of DVRPC's freight planning program is the Delaware Valley Goods Movement Task Force (DVGMTF). This broad-based committee provides a forum for the private and public sector freight community to interject its unique perspectives on regional plans and specific projects. Since there is no special funding category for freight-related projects, the input of the committee is central to assuring the advancement of eligible

projects which facilitate the flow of goods and promote economic development.

Projects listed in Table 4 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or along strategic corridors. The projects improve intermodal connectivity, National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting DVRPC's adopted Delaware Valley Freight Corridors.

Table 4: Projects that Facilitate Goods Movement and Promote Economic Development

Benefit	Project	County
Advances Safety and Security		
Restriping Program and Line Reflectivity Management System	X03A	Various
Balances Freight Operational Needs with Community Goals		
Route 322, Corridor Congestion Relief Project	07369	Burlington
Covered Bridge Road Intersection Improvement	252B2	Camden
Creates Employment Opportunities		
Job Access and Reverse Commute Program	T199	Various
Eliminates Bottlenecks		
Route 168 and Benigno Boulevard	X227A1	Camden
Maintains Primary Truck Routes		
Route 295 Pavement Repair & Resurfacing	08324	Burlington
Northeast Corridor Improvements	T44	Mercer
Improves Distribution Patterns		
Route 295/76/42 Missing Moves	355A	Camden
Maximizes Railroads		
Rail-Highway Grade Crossing Program	X35A1	Various
Promotes Commerce and Tourism		
Route 1 Business, Brunswick Circle to Texas Avenue	04316	Mercer
Speeds Deliveries		
Traffic Operations Center	X82	Various
DVRPC, 2009		

Toll Authority Highway and Port Related Projects

The toll authorities with facilities in this region (New Jersey Turnpike Authority, Delaware River Port Authority, South Jersey Transportation Authority, etc.) undertake numerous significant highway and port related projects utilizing their own funds. Although not included in the project listings or funding summaries, it is important to identify toll authority projects to provide a more complete picture of the transportation issues being addressed throughout the region. The projects are listed along with their associated costs in Table 5.

Selected Studies

Environmental Impact Statements (EIS), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and sub-area studies currently underway are likely to generate future TIP projects. An EIS is an in depth technical analysis of the significant environmental impacts of a project which identifies alternatives that would avoid or minimize the adverse impacts. The purpose of a TIS is to provide policy level information about the impacts of alternative transportation investments in order to ensure cost-effective decisions when major new facilities are contemplated. DVRPC's Unified Planning Work Program, also known as the Work Program, identifies ongoing studies. Selected studies, including those from the DVRPC Work Program, are listed in Table 6.

Not included in Table 6 are studies that already appear in either the TIP or in NJDOT's Study and Development Program. The Study and Development phase takes a selected highway deficiency through the steps of problem documentation, initial concept development, feasibility assessment, and final scope development in order to make candidate projects ready for consideration in the next TIP update for the phases of final design, right-of-

way, and construction. The entire Study and Development program for the New Jersey counties is presented in the *Project Maps and Listings* section of this document.

Table 5: Toll Authority Highway and Port Related Projects

Project Description	Schedule	Total Cost
New Jersey Turnpike Authority		
Design and Construction Projects		
Bridge Deck Widening and Reconstruction: Garden State Parkway Mullica River Bridges. This project spans more than one MPO, is fully funded and has a total project cost of \$105,200,000.	2010-2012	\$105,200,000
Turnpike Widening, Interchanges 6 to 9. This project spans more than one MPO, is fully funded and has a total project cost of \$2.5 billion.	2010-2014	\$2,700,000,000
Bass River Bridge Widening and Reconstruction: This project fully funded and has a total project cost of \$125,000,000.	2010-2013	\$125,000,000
New Jersey Turnpike Bridge Repairs and Painting: Various locations. Cost represents a percentage of overall costs for annual system preservation program, estimated to reflect the portion of work to be completed in the DVRPC NJ region.	Annual	\$9,500,000/year
New Jersey Turnpike Resurfacing: Various locations. Cost represents a percentage of overall costs for annual system preservation program, estimated to reflect the portion of work to be completed in the DVRPC NJ region.	Annual	\$2,000,000/year
Delaware River Port Authority		
Specific Bridge Projects		
Walt Whitman Bridge Deck Replacement	2010-2012	\$140,000,000
System-Wide Projects		
System wide Security Improvements	2010-2013	\$40,000,000
Traffic Management Center Planning, Design, Construction	2010-2012	\$5,000,000
Delaware River Joint Toll Bridge Commission Authority		
Specific Bridge Projects		
Calhoun Street Toll Supported Bridge Rehabilitation	2010	\$12,600,000
I-95/Scudder Falls Bridge Improvement Project	2010-2013	\$283,900,000
Washington Crossing Toll Supported Bridge Phase I Rehabilitation	2010	\$1,960,000
DVRPC, 2009		

Table 5: Toll Authority Highway and Port Related Projects
....Continued

Project Description	Schedule	Total Cost
Delaware River Joint Toll Bridge Commission Authority		
System-Wide Projects		
Substructure & Scour Remediation (Only Mercer County Bridges)	2010	\$1,430,000
DVRPC, 2009		

Table 6: Selected Transportation Studies

Studies Currently Underway	Counties	Sponsor
New Jersey Studies		
Route 30 Corridor Study	Camden	DVRPC
Deptford Retail Area/Route 55 and Deptford Center Road Transportation Study	Gloucester	DVRPC
Gloucester County Ferry Service Study	Gloucester	DVRPC
Mercer Crossing Transportation Study	Mercer	DVRPC
Route 206 Corridor Study	Mercer	DVRPC
Statewide Rail Plan	Statewide	NJDOT
Large Truck Data Collection and Monitoring Program	Statewide	NJDOT
Mid-Atlantic Rail Operations Study; Phase II	Statewide	I-95 Corridor Coalition
Bi-State or Regional Studies		
Route 95 Scudders Falls Bridge/Road/Interchange	Bucks (PA) Mercer (NJ)	N/A
PATCO Rail Extension/Route 55 to Philadelphia Corridor Transit Study	Various	DRPA
DVRPC, 2009		

Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date, or that earmark funds for specific types of projects. Examples are the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Enhancement Program (TE), and the Home Town Streets/Safe Routes to School Program (HTSSRTS).

DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and has continued under TEA-21 and SAFETEA-LU. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements, bicycle and pedestrian facilities and outreach efforts; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and projects that will reduce idling emissions. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program. Projects may be submitted by any public agency or any public-private partnership. A CMAQ Subcommittee of the RTC evaluates the projects and makes recommendations to the Board for final selection. Since 1994, DVRPC has conducted three rounds of the competitive program. The most recent round concluded in April of 2003. The next round is expected to take place in calendar year 2010.

Transportation Enhancements Program and Hometown Streets/Safe Routes to School

The Transportation Enhancements (TE) program focuses on non-traditional projects designed to enhance the experience of transportation, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. This program, mandated by Congress, is funded through 10 percent of each state's highway Surface Transportation Program (STP) dollars that have been set aside. The Safe Routes to School program (SRTS) is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. The Home Town Street (HTS) program provides for streetscape improvements to help revitalize defined downtown and commercial centers.

In New Jersey, the TE project selection process occurs at the state level. A TE Advisory Committee, comprised of NJDOT, NJDEP, other government agencies, representatives from each of the three MPO's, and representatives from interests outside the traditional transportation community, is charged with evaluating the proposed projects according to pre-established selection criteria and recommending a short list of projects for consideration by the Commissioner of Transportation. See Table 7 for a listing of projects that have been selected since the year 2000 through the Transportation Enhancement Program for New Jersey. The most recent round of TE project selections occurred in FY2009. The NJDOT Office of Bicycle and Pedestrian Projects manages the Technical Advisory Committee which works to coordinate program training and the project selection process for the New Jersey Safe Routes to School Program.

American Recovery and Reinvestment Act of 2009

DVRPC started working with our regional stakeholders during the last few months of 2008 to develop potential transportation candidate projects in anticipation of a new "stimulus" package that was being discussed in Congress. President Obama passed the American Recovery and Reinvestment Act of 2009 (ARRA) on February 17, 2009, in an effort to save and create jobs. Nationally, just over 6% of the bill provided funds for transportation, but the DVRPC region benefited from close to \$700 million of transportation infrastructure investment. On February 26, 2009, the DVRPC Board took action to recommend for approval in the FY2009 NJ TIP: \$101 million of NJDOT projects, \$31.8 million of local projects, \$63.3 million of NJ Transit projects, and \$12 million of DRPA/PATCO projects, to be funded with Recovery Act funds. Those amounts may have since adjusted up or down as further information about projects and funding levels was made available, in addition to low-bid cost savings which subsequently allowed for approval of additional projects. Projects in the FY2010 TIP for New Jersey that are funded with Recovery Act funds are shown with the funding code "ARRA" (NJDOT projects), "ARRA-STU" (local projects), or "ARRA-TE" (Transportation Enhancement projects). Projects that were selected for Recovery Act funding had to be "shovel ready", delivered quickly (federally authorized by March 3, 2010), and meet standard requirements for federally funded transportation projects. Go to www.dvrpc.org/Transportation/Stimulus.htm for further information about the Recovery Act, and projects approved for this funding.

**Table 7: New Jersey Transportation (TE) Line Item Project
(FY2000-2009) TIP Project Number, DB# X107**

Year	Municipality	Project Title	Total Awarded
Burlington County			
2000	Mount Holly Township	Creek Island Park Pedestrian Bikeway	\$94,000
	Pemberton Township	North Pemberton Railroad Station Rehabilitation	\$35,080
	Pemberton Township	North Pemberton Railroad Station – Phase 2	\$250,000
2001	Burlington City	Adaptive Reuse of Train Station for Tourist Center	\$116,000
	Riverton Borough	Historic Streetscape Enhancement Project	\$335,000
2002	Palmyra Borough	Broad Street Pedestrian Revitalization Project – Final Phase	\$500,000
	Willingboro Township	Willingboro Town Center Bikeway/ Walkway and Landscaping Features	\$500,000
2003	Edgewater Park Township	Cooper Street Revitalization Project	\$410,000
	Medford Township	Medford Township Bicycle Network Plan	\$300,000
2009	Beverly City	Cooper Street Gateway Project	\$228,000
	Mount Holly Township	Pedestrian Safety and Beautification Improvements	\$160,000
	Palmyra Borough	Market Street Gateway Improvement Project	\$260,000
Camden County			
2000	Berlin Borough	Berlin Hotel Historic Preservation Program	\$537,000
	Camden City	Battleship New Jersey	\$500,000
	Camden City	Mickle Boulevard Interior Gateway	\$430,000
2001	Camden City	Johnson Park Station Stop Streetscape Project	\$500,000
	Camden City	Rail Transportation Exhibit in the Railroad Garden of the Camden Children's Garden	\$175,000
DVRPC, 2009			

**Table 7: New Jersey Transportation (TE) Line Item Project
(FY2000-2009) TIP Project Number, DB# X107**

...Continued

Year	Municipality	Project Title	Total Awarded
Camden County			
2001	Camden City	Battleship New Jersey Historic Museum	\$400,000
	Barrington Borough	Streetscape Improvements to Clements Bridge Road	\$250,000
2002	Gloucester City	Gloucester City Streetscape Improvements	\$480,000
	Haddon Township	Streetscape Improvements to Haddon Avenue	\$300,000
	Pine Hill Borough	Pine Hill Streetscape Project	\$340,000
2003	Gloucester City	Market Street Commons and Streetscape	\$500,000
	Haddon Heights Borough	Historic Railroad Corridor Enhancement	\$250,000
	Haddon Township	Streetscape Improvements to Haddon Avenue-Phase 2	\$400,000
	Runnemede Borough	Route 168 (Black Horse Pike) Corridor Revitalization	\$350,000
2004	Barrington Borough	Streetscape Improvements to Clements Bridge Road (CR 573) – Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass	\$500,000
	Berlin Township	Berlin Township Transportation Enhancement Program	\$400,000
	Gibbsboro Borough	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686)	\$500,000
	Gloucester City	Burlington Street Streetscape Improvement Program	\$380,000
	Pennsauken Township	South Jersey Welcome Center on Admiral Wilson Boulevard	\$500,000
	Mount Ephraim Borough	Kings Highway Streetscape for Borough of Mount Ephraim	\$250,000
DVRPC, 2009			

**Table 7: New Jersey Transportation (TE) Line Item Project
(FY2000-2009) TIP Project Number, DB# X107**

...Continued

Year	Municipality	Project Title	Total Awarded
Camden County			
2009	Camden City	Martin Luther king Boulevard Project	\$750,000
	Gloucester City	Streetscape Project on Broadway Street	\$270,000
	Haddonfield Borough	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements	\$570,000
	Merchantville Borough	Chestnut Avenue Pedestrian/Bikeway Extension	\$150,000
Gloucester County			
2000	Clayton Borough	Extension to the Clayton Bike Trail	\$150,000
2001	Glassboro Borough	Pedestrian Streetscape Enhancement Program	\$195,000
	Wenonah Borough	Creating a Heart for Wenonah	\$350,000
2002	Glassboro Borough	Looking Back to the Future	\$100,000
	Glassboro Borough	Glassboro Train Station Restoration	\$130,000
2002	Paulsboro Borough	Pedestrian, Bus and Bicycle Enhancement in Central Business District	\$150,000
	Westville Borough	Westville Pedestrian Transportation Enhancement Program	\$500,000
2003	Glassboro Borough	Glassboro's Streetscapes Project-Phase V	\$300,000
2004	Paulsboro Borough	Central Business District Streetscape and Pedestrian Improvements	\$335,000
	Westville Borough	Downtown Streetscape and Pedestrian Improvements	\$500,000
2009	Glassboro Borough	Rebuilding Glassboro's Historic Train Station	\$250,000
	Woodbury City	Pedestrian Safety and Way-Finding Signage	\$194,000
DVRPC, 2009			

**Table 7: New Jersey Transportation (TE) Line Item Project
(FY2000-2009) TIP Project Number, DB# X107**

...Continued

Year	Municipality	Project Title	Total Awarded
Mercer County			
2000	Princeton Township	Delaware & Raritan Canal State Park – East Side Multi-Purpose Trail	\$565,000
	Trenton City	Roebling Phase 3, Rehabilitation for the Invention Factory	\$250,000
2001	Lawrence Township	Route 1 Pedestrian Overpass-D & R Canal State Park	\$750,000
	Princeton & Lawrence Townships	Rosedale & Providence Line Road (RH)	\$249,450
	Trenton City	Invention Factory Bridge Exhibit	\$400,000
2002	Hamilton Township	South Broad Street Streetscape	\$500,000
2002	Hopewell Borough	Taylor Terrace (Rush Holt)	\$293,400
	Princeton Township	Regional Bicycle and Pedestrian Bridge at Stoney Brook	\$500,000
2003	Lawrence Township	Lawrenceville Main Street Transportation Streetscape Improvements	\$275,851
2004	Highstown Borough	Mercer Street Pedestrian Revitalization Project	\$310,000
2005	Hopewell Borough	Streetscape Improvements to the Intersection of Broad Street and Greenwood Avenue	\$150,000
2009	Highstown Borough	Stockton Street Historic District Streetscape Infrastructure Project	\$1,690,000
	Hopewell Borough	Hopewell Borough Streetscape Improvements Project Phase II	\$917,000
DVRPC, 2009			

Responding to Environmental Justice Concerns

The TIP, as the agreed-upon list of priority projects for the region, serves to manage the construction, improvement, and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley. Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898) states that "no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds". The principle of Environmental Justice (EJ) in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, MPOs as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for Title VI and EJ sensitivity, including expanding their outreach efforts to low-income and minority populations.

As the MPO for the nine-county, bi-state Philadelphia-Camden-Trenton region, DVRPC is committed to responding to the federal guidance on Title VI and EJ, and has designated the Planning Division and Public Affairs Office to address technical and public involvement activities, respectively, as they relate to Title VI and EJ. To meet the requirements of these laws, the Commission must:

- ⇒ Enhance its analytical capabilities to ensure that the Long-Range Plan and the TIP comply with Title VI;
- ⇒ Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and

the benefits and burdens of transportation can be fairly distributed; and

- ⇒ Evaluate and, where necessary, improve the public outreach process to eliminate barriers and engage minority and low-income populations in regional decision-making.

DVRPC's technical work program involves the evaluation of EJ issues through quantitative and qualitative analysis and mapping. In 2001, DVRPC developed an EJ technical assessment to identify direct and disparate impacts of its plans, programs, and planning process on defined environmental in the Delaware Valley region. This assessment, called the Degrees of Disadvantage (DoD) Methodology, is utilized in a variety of DVRPC plans and programs, including the TIP. DVRPC publishes an annual update, *Environmental Justice at DVRPC*, which summarizes EJ and public outreach activities of the previous year, and describes the methodology for evaluating the agency's Long-Range Plan, TIP, and other projects and programs. In 2007, the DVRPC Board approved the Commission's Title VI Compliance Plan, which establishes a framework for DVRPC's efforts to ensure compliance with Title VI, as well as with other EJ and non-discrimination mandates. The plan outlines how Title VI and EJ considerations are reflected in the Commission's Work Program, publications, communications, public involvement efforts, and general way of doing business.

DVRPC believes that effective public outreach is a dynamic and ongoing process that is essential to meeting the future transportation and land use needs of all residents of the Delaware Valley. Further, effective planning cannot be achieved without the consideration, cooperation, and consent of residents and stakeholders throughout the region. In 2008, the DVRPC Board adopted an updated Public Participation Plan, which is designed as a resource for DVRPC's Board, staff, and the general pub-

lic to better understand the Commission's overall public participation strategy and procedures, as well as the federal mandates that inform DVRPC's public participation efforts. A primary outlet for public participation in DVRPC is the Regional Citizens Committee (RCC). The RCC was established to provide an open avenue of communication from the public to DVRPC and meets monthly to review issues and make recommendations to the DVRPC Board.

Environmental Justice and the TIP

DVRPC's TIP for New Jersey is an important component of the agency's EJ public involvement and technical work program activities. As the TIP is updated annually for New Jersey, new EJ analysis and mapping are conducted, and public comment is received.

On the technical front, EJ analysis and mapping of the TIP occurs on several levels and is based upon EJ methodology outlined in *Environmental Justice at DVRPC*. Census data from 2000 is analyzed at the census tract level and used to identify factors that may contribute to disparities between different populations in the region. The eight population groups currently analyzed are poverty, non-Hispanic minority, Hispanic, elderly over 75 years, car-less households, physically disabled, Limited English Proficiency, and female head of household with child. Beginning in 2008, the EJ analysis lowered the age threshold from 85 years and older to 75 years and over.

Census tracts with higher concentrations of a particular population than the regional average are considered to be at a disadvantage. For example, if a census tract meets or exceeds the regional threshold for elderly and physically disabled populations, then that census tract is said to have two degrees of disadvantage. Each census tract can be mapped to evaluate the number and percent of census tracts with low degrees of disadvantage

(1 to 4 degrees of disadvantage) and of highly disadvantage (5 to 8 degrees of disadvantage) with and without a TIP project.

While a TIP project may not occur in an EJ sensitive area, disadvantaged populations can still positively benefit from the proposed improvement, especially if the project occurs on a highway or within a transit project that is used by a particular disadvantaged population.

For the FY2010-2013 New Jersey Transit and Highway TIP; 40 tracts (60%) of the 66 census tracts with 5-8 DOD have a TIP project while 95 (43%) of the 233 census tracts with 1-4 DOD contain a TIP project.

Included in the New Jersey analysis is a transit extension project: Transit Rail Initiatives. This project is mapped and funding has been allocated. There are currently three alternatives for the final location, and all three alternatives have been included in the analysis. Once the final design is selected, the remaining alternatives will be removed from the analysis, consequently lowering the number of census tracts with a TIP project. The EJ maps are included in the *Project Maps and Listings* section of this document.

Public Involvement

The Delaware Valley Regional Planning Commission (DVRPC) firmly believes in the principle of public participation by reaching out to and satisfying as many populations as possible in an equitable and timely manner. Public participation is the only real way to ascertain the interests of a wide variety of citizens, including the under-involved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials, and the physically and economically disadvantaged. While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making.

It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC 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.

The public comment period for the DVRPC FY2010 TIP for New Jersey opened on May 22, 2009, and extended through June 22, 2009 at 5:00 p.m. (EST) There were two meetings held in various locations:

THURSDAY, JUNE 4, 2009

4:00 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

THURSDAY, JUNE 11, 2009

4:00 p.m. - 6:00 p.m.

Cherry Hill Free Public Library
1100 Kings Highway North
Cherry Hill, NJ 08034-1970

The meetings were conducted jointly with NJDOT and also served as an opportunity to comment on New Jersey's State's Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/stip1019. The public comment period for the STIP ran from May 22, 2009, through June 22, 2009.

DVRPC's website, www.dvrpc.org is a vital tool in public outreach, and continues to serve a useful purpose during this TIP update cycle. The entire TIP document was posted on the DVRPC website, including the dates and locations of the public meetings, and other general information. Individuals were able to download and/or access TIP materials during the public comment period or any other time. In addition, an email address link was provided, tip-plan-comments@dvrpc.org, to facilitate the submission of comments during the public comment period.

Written Comments via US Mail were forwarded to:

TIP Comments
DVRPC Public Affairs Office
8th Floor
190 N. Independence Mall west
Philadelphia, PA 19106

Comments were also be faxed to: 215-592-9125

For those without access to the internet, TIP documents were also available at selected area libraries (see Table 8), including the DVRPC library at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. Call 215-592-1800 for more information.

Public Comment Guidance

In an effort to facilitate the public comment process, we offered extended guidance. Listed below are issues that

we asked people to consider they reviewed the TIP documents.

Given the projects in the TIP, are we headed in the right direction? Are we meeting the needs of the region? Are we following the intent of SAFETEA-LU?

For example, does the TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity adding projects; or non-traditional project (like pedestrian, bicycle, smart technology, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the traditional highway and transit projects?

- ⇒ Is this region getting its fair share of resources compared to other regions in the state or nation?
- ⇒ Is the current transportation project development process, including environmental reviews and public input, effective?
- ⇒ Given financial constraints, are we spending money on the right types of projects?
- ⇒ Is the TIP document easy to use? How could it be improved?

Of course, comments were not limited to these broader issues of concern. DVRPC, as always, welcomed opinions on specific projects contained in the TIP, the TIP development process, or on any other topic of concern.

However, we reminded those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, re-

quests for totally new projects were generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

Table 8: Libraries Displaying the FY2010 TIP for New Jersey

Libraries in New Jersey	
Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505	Moorestown Library 111 W. Second Street Moorestown, NJ 08057
Camden Free Public Library 418 Federal Street Camden, NJ 08101	Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033
Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034-1970	Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107
Monroe Township Public Library 306 S. Main Street Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062
Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096	McCowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	Trenton Public Library 120 Academy Street Trenton, NJ 08638
Mercer County Library Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	Camden County Library Gloucester Township Branch Library 15 S. Blackhorse Pike Blackwood, NJ 08012
Camden County Library 203 Laurel Road Voorhees, NJ 08043	
Libraries in Philadelphia, Pennsylvania	
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107
DVRPC, 2009	

Codes and Abbreviations

Various codes and abbreviations are used in the project descriptions for the phase of work and source of funds. These codes and abbreviations are explained below.

Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes.

For non-exempt projects, the first conformity analysis year following the project's opening or projected completion is listed - 2020 or 2030. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project is defined as a project listed in table 2 or 3 of the final conformity rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC is now indicating the specific exempt code in the project descriptions. In cases where multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Table 9 is a complete list of exempt and non-exempt categories and corresponding air quality codes.

Projects under the Study and Development category are those that are still in the conceptual phase and are not yet part of the current TIP. However, they are likely to be included in future TIPs; therefore, they are assigned air quality codes that begin with "SD". Projects that

have been determined not to be regionally significant as defined in the final conformity rule and do not fit into an exempt category have been labeled “ NRS ”.

Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be “new” projects in the TIP. New projects in the TIP are denoted with one of either four status codes: NEW, NEW-B, NEW-G, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY2009-2012), and assist in establishing the origin of these projects.

Projects indicated as “NEW” have never been programmed in a prior year TIP. These 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. Projects indicated as “NEW-G” are new “graduate” projects that have advanced from the Study and Development Program into the TIP, and typically have advanced to the next phase of work requiring Federal and/or State funding. Furthermore, as a result of funds being programmed over a ten-year horizon, many of these projects may be included in both the TIP and Study and Development Program. Lastly, 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 FY2010 TIP.

CMP Notation

Projects that have been determined to be major capacity or operational improvements are consistent with DVRPC’s CMP and are noted as such in the TIP description with indications of whether supplemental strategies for addressing congestion are required, and in which subcorridor. The CMP category of Major SOV Capacity Projects

refers to projects that add capacity or improve operations in a way that impacts regional travel patterns.

This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

ITS Notation

Projects that contain ITS elements or that may be suitable for ITS treatments based on a preliminary screening are also noted. ITS treatments include traveler information systems, variable message signs, automated traffic signal systems, and other applications of electronic transportation technologies.

Phase of Work

CAP (Capital Acquisition) - Used to denote the acquisition of rolling stock by NJ TRANSIT.

CD (Concept Development) - Involves traffic studies needs analyses, corridor studies, and other work preparatory to project development.

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

DES (Final Design) - Consists of taking a recommended solution and scope of work defined in the preliminary design phase and developing a final design, including right-of-way and construction plans.

EC (Engineering/Construction) - Funding can be used for both design and construction costs.

ER (Engineering/Right-of-Way) - Funding can be used for both design and right-of-way costs.

*** Note:**

An "L" preceding any phase means Local Agency Lead; otherwise, State DOT is the lead agency.

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

FA (Feasibility Assessment) - Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.

FSD (Final Scope Development) - The refinement of the Initial Preferred Alternative (IPA) based upon environmental studies, community input, and the needs of the traveling public.

***LPD (Local Preliminary Design)** - Preliminary design done by a local entity (local government, municipality).

PD (Preliminary Design) - The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative.

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

PR (Project Development) - Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.

ROW (Right-of-Way Acquisition) - Involves purchasing the land needed to build a project.

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

UTI (Utilities) - Utility relocation work associated with a project.

Federal Highway Funding Sources

ARRA (American Recovery and Reinvestment Act) - Provides funding to State projects for restoration, repair, construction and other activities under the Surface Transportation Program.

ARRA-STU (American Recovery and Reinvestment Act - Urban Allocation) - Provides funding to local projects for restoration, repair, construction and other activities under the Surface Transportation Program.

ARRA-TE (American Recovery and Reinvestment Act - Transportation Enhancement Program) - Provides funding to Transportation Enhancement projects for restoration, repair, construction and other activities under the Surface Transportation Program.

BRIDGE (Federal Bridge Program) - Provides funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete.

BRIDGE-OFF (Federal Bridge Program) - Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete.

CMAQ (Congestion Mitigation and Air Quality Improvement Program) - Provides federal funding for support projects which improve air quality and/or relieve congestion without adding new highway capacity.

DEMO (Demonstration Funds) - Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

DEP-BOND - Special federal bond funding from Department of Environmental Protection.

EB (Equity Bonus Program) - Provides federal funding to states based on equity considerations.

FERRY (Federal Ferry Funds) - Provides funding for the rehabilitation and/or development of ferry facilities throughout the State.

HPP10 / HPP20 (High Priority Projects) - Special federal funding from congressional earmarks provided under SAFETEA-LU.

HSIP (Highway Safety Improvement Program) - Provides funding for projects or strategies included in the State's strategic highway safety plan that corrects or improves a hazardous road location or features or addresses a highway safety problem.

I-MAINT (Interstate Maintenance) - Provides federal funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the interstate system.

NBIG (National Boating Infrastructure Grant) - Provides federal funding for the construction, renovation, and maintenance of tie-up facilities for vessels that are 26 feet or more in length.

NHS (National Highway System) - Provides federal funding for projects that improve and support the interstate highway system and other key highway links.

PL (Metropolitan Planning Funds - FHWA) - Provides funding for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

PL-FTA (Metropolitan Planning Funds - FTA) - Provides funding for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

RHC (Rail Highway Grade Crossing) - Provides federal funding for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings.

SPR-FTA (Planning and Research-FTA) - Provides federal funding for planning and research activities.

STP (Surface Transportation Program) - Provides federal funding previously made available under various smaller federal-aid categories as well as a broad, flexible component, such as safety and transportation enhancement.

STP-STU (Surface Transportation Program-Urban Allocation) - Provides federal funding previously made available under various smaller federal-aid categories, as well as a broad, flexible component.

STP-SY (Surface Transportation Program-Hazard Elimination) - Provides federal funding previously made available under various smaller federal-aid categories, as well as a broad, flexible component.

STP-TE (Surface Transportation Program-Transportation Enhancement Program) - Provides federal funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers.

State Highway Funding Sources

SPR (Planning and Research) - Provides state funding for planning and research activities.

STATE (State Transportation Funds) - Provides funding from the New Jersey Transportation Trust Fund.

Other Funds

LOCAL - Funding provided by counties, municipalities, or other non-federal sources to be used to match State of Federal funds.

OTHER - Potential federal earmarks or unidentified non-traditional transit funds.

TBD - To be determined

Federal Transit Funding Sources

5307ER (American Recovery and Reinvestment Act - FTA Urbanized Formula Program Area) - Provides funding for capital purposes, including vehicle replacements, facilities renovation or construction, preventive maintenance, and mobility management under the Federal Transit Administration Urbanized Area Formula Program.

5309ER (American Recovery and Reinvestment Act - FTA Fixed-Guideway Modernization Program) - Provides funding for capital purposes that supports the maintenance and improvement of fixed guideway transit facilities and equipment under the Federal Transit Administration Fixed-Guideway Modernization Program.

5340ER (American Recovery and Reinvestment Act - FTA 5340 Formula Program - Growing States) - Funding that provides additional apportionment for capital purposes under Urbanized Area Formula and Rural Area Formula programs.

CASINO REVENUE - Provides funding from the annual allocation of the 7.5% of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.

COPS (State Certificates of Participation) - Federal funding freed up on existing COPS Notes substituting insurance policy for a cash reserve fund to guarantee payment to the note holders.

CMAQ (Congestion Mitigation and Air Quality Improvement Program) - Provides federal funding for support projects which improve air quality and/or relieve congestion without adding new highway capacity.

DRPA - Delaware River Port Authority funds

FED OTHER (Federal Other) - Used to denote unanticipated allocations of Federal funds, outside of the regular apportionment process, so the funding source is not known.

FTA FERRY (Federal Ferry Funds-FTA) - Provides funding for the rehabilitation and/or development of ferry facilities throughout the state.

HPP10 / HPP20 (High Priority Projects) - Special funding from congressional earmark provided under SAFETEA-LU.

JARC (Job Access and Reverse Commute Program) - Provides funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements.

NEW FREEDOM (FTA 5317 Formula Program) - Provides funding for projects that improve public transportation services, and alternatives to public transportation,

for people with disabilities beyond those required by the Americans with Disabilities Act of 1990.

SEC 5307 (FTA Urban Area Formula Program) - Federal Transit Administration Urbanized Area Formula Program.

SEC 5309 (FTA Capital Assistance Program) - Federal Transit Administration Fixed-Guideway Modernization Program.

SEC 5309D (FTA Capital Assistance Program - Discretionary Funds) - Federal Congressional earmarks to projects.

SEC 5310 (FTA Elderly and Persons with Disabilities Program) - Provides funding for the purchase of small buses or van-type vehicles with lifts for private or non-profit agencies that serve the elderly and persons with disabilities.

SEC 5311 (FTA Non-urbanized Area Formula Program) - Provides funding for rural public transportation programs.

SEC 5340-G (FTA 5340 Formula Program - Growing States) Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs.

STIMULUS (American Recovery and Reinvestment Act) FTA Formula and Fixed-Guideway Modernization Programs) - Provides funding for capital purposes, including support for maintenance and improvement of fixed guideway; transit facilities and equipment; vehicle replacements; facilities renovation or construction; preventive maintenance, and mobility management under the Federal Transit Administration Urbanized Area Formula Programs (FTA 5307)/ (FTA 5340) and the Fixed-Guideway Modernization Program (FTA 5309).

State Transit Funding Sources

STATE (State Transportation Funds) - Provides funding from New Jersey Transportation Trust Fund.

Other Funds

OTHER - Potential federal earmarks or unidentified non-traditional transit funds.

TBD - To be determined

Table 9: Air Quality Codes for DVRPC Project Categories

	<i>Exempt Project Category</i> ¹	<i>DVRPC AQ Code</i>		<i>Exempt Project Category</i> ¹	<i>DVRPC AQ Code</i>
Safety Projects	Railroad/highway crossing	S1	Air Quality Projects	Continuation of ride-sharing and van-pooling promotion activities at current levels	A1
	Hazard elimination program	S2		Bicycle and pedestrian facilities	A2
	Safer non-Federal-aid system roads	S3	Other Projects	Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies	X1
	Shoulder improvements	S4		Grants for training and research programs	X2
	Increasing sight distance	S5		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety improvement program	S6		Federal-aid systems revisions	X4
	Traffic control device and operating assistance other than signalization projects	S7		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Railroad/highway crossing warning devices	S8		Noise attenuation	X6
	Guardrails, median barriers, crash cushions	S9		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Pavement resurfacing and/or rehabilitation	S10		Acquisition of scenic easements	X8
	Pavement marking demonstration	S11		Plantings, landscaping, etc.	X9
	Emergency relief (23 U.S.C. 125)	S12		Sign removal	X10
	Fencing	S13		Directional and informational signs	X11
	Skid treatments	S14		Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12
	Safety roadside rest areas	S15		Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13
	Adding medians	S16	No Regional Emissions Analysis Required	Intersection channelization projects	R1
	Truck climbing lanes outside the urbanized area	S17		Intersection signalization projects at individual intersections	R2
	Lighting improvements	S18		Interchange reconfiguration projects	R3
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Changes in vertical and horizontal alignment	R4
	Emergency truck pullovers	S20		Truck size and weight inspection stations	R5
				Bus terminals and transfer points	R6
Mass Transit Projects	Operating assistance to transit agencies	M1	<i>Non-Exempt Project Category</i>		
	Purchase of support vehicles	M2	<i>DVRPC AQ Code</i>		
	Rehabilitation of transit vehicles ²	M3	Projects modeled using DVRPC's travel demand model	Regionally significant, non-exempt projects included in the 2010 and all subsequent analysis years	2010M
	Purchase of office, shop and operating equipment for existing facilities	M4		Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020M
	Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5		Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030M
	Construction or renovation of power, signal, and communications systems	M6	Projects modeled using an off-network analysis technique	Regionally significant, non-exempt projects included in the 2010 and all subsequent analysis years	2010O
	Construction of small passenger shelters and information kiosks	M7		Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020O
	Reconstruction or renovation of transit buildings and structures	M8		Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030O
	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	M9	<i>Study & Development Project Category</i>		
	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10	Study & Development Projects	Resulting project of which is likely to be an exempt kind	SDX
	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11		Resulting project of which is likely to be a non-exempt kind	SDN
	<i>Not Regionally Significant Project Category</i> ¹	<i>DVRPC AQ Code</i>			
Non Regionally Significant Projects	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS			

Note: ¹ 40 CFR 93 Sections 126 and 127.² In PM₁₀ non-attainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.³ 40 CFR 93.101 as amended by 62 FR 43780, 438303