



# APPENDIX H

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

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

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

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

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

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

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

An in person public meeting was held on:

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

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

A virtual public meeting was held on:

**Thursday, August 10, 2023**

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

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

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

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

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

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

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

Comments received via mail must have been postmarked by August 18, 2023. If a person needed assistance in providing a written comment, they were directed to contact the DVRPC Office of Communications and Engagement at 215-238-2929 or [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org). DVRPC frequently employed social media ([Facebook](#), [Twitter \(now "X"\)](#), and [Instagram](#)) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. For those without internet access, draft documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public was asked to call (215) 592-1800 to make this request. Hardcopies of the Draft TIP documents were also available at certain public libraries across the region that are listed in Table 36 Libraries Displaying the DVRPC FY2024 TIP for New Jersey.



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



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# Original Comments (Full Content)

Wednesday, October 11, 2023

## MPMS:

AGENCY: Bicycle Coalition of Greater Philadelphia

Comment ID: 224

Comment By: J. Boyle

Submit Date: 8/17/2023

Hi

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

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

Facebook

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

| Twitter

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

| Instagram

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

August 17, 2023

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

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

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

## General Comments

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

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

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

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

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

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

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

## Comments on TIP Line Items by DB#

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

3319 Route 73 Dutch Rd to Route 70 - While we support completing the sidewalk network, we oppose the widening of Route 73. This road should be designed to be safe for pedestrians of all ages and abilities. The crossing distance at Marlton Parkway intersection is a formidable 130 feet, taking an ambulatory elderly pedestrian nearly a minute to cross without a pedestrian refuge island. We also believe that this project is mislabeled as a safety project and should be categorized as Roadway New Capacity and added to DVRPC's budget for limiting roadway capacity in the Long Range Plan.

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

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

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

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

01910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) Safety Improvements and Mobility Improvements for Cyclists and Pedestrians - We support these safety improvements.

02018 Bridge No. C4.13 over Parkers Creek on Centerton Road - Extend the shared use path currently ending at Country Club Rd over to the new proposed bridge. This will help to connect the Rancocas Creek Greenway Trail to Burlington County.

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

Additionally, we request more information on the plan for the funds that must be spent in 2023.

02207 Rancocas Creek Greenway, Laurel Run Park - Support. This is the only Circuit Trails project currently on the TIP. We believe that more projects will need to be added to assure that they advance. Also, please acknowledge that the park has been renamed as Rainbow Meadow Park.

02208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave - Support the improvements as described: The corridor lacks crosswalks at many intersections and there may be an opportunity for bike lanes where there is sufficient width.

02215 Gateway to Downtown Collingswood - Support. This is an exemplary project for NJ Complete and Green Streets Policy.

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

2380 - Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections - We support the addition of the pedestrian bridge. However, there is no indication as to whether a sidewalk will be added to the east side of Route 73.

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1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (Winslow Township, Camden County) - Support.

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

Sincerely,

S. C Stuart  
Executive Director

# Original Comments (Full Content)

Wednesday, October 11, 2023

## MPMS:

AGENCY: Bicycle Coalition of Greater Philadelphia

Comment ID: 5

Comment By: A. Reese

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

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

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

Thank you,

A. Reese

**Comment ID: 6**

**Comment By: A. Johnson**

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

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Dear members of the DVRPC Board, :

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

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

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

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

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

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

Thank you,

A. Johnson

**Comment ID: 7**

**Comment By: A. Osterlund**

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

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Dear members of the DVRPC Board, :

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

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

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

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

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

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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)

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

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

Thank you,

A.Osterlund

**Comment ID: 8**

**Comment By: A. Saretzky**

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

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Dear members of the DVRPC Board, :

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

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

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

Thank you,

A. Saretzky

**Comment ID: 9**

**Comment By: B. Mohan Resta**

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

Dear members of the DVRPC Board, :

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

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

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

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



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

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

BM Resta

**Comment ID: 10**

**Comment By: B. Koen**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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Wednesday, October 11, 2023

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

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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

Thank you,

B. Koen

Comment ID: 11

Comment By: B. Embley

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

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

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

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

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# Original Comments (Full Content)

Wednesday, October 11, 2023

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

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Thank you,

B. Embley

**Comment ID:** 12

**Comment By:** C. michaels

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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

Thank you,

cb michaels

**Comment ID:** 13

**Comment By:** C. Londregan

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

Dear members of the DVRPC Board, :

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

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

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

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

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Wednesday, October 11, 2023

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

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

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

Thank you,

C. Londregan

**Comment ID: 14**

**Comment By: D. Paschall**

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

Dear members of the DVRPC Board, :

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

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

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

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

# Original Comments (Full Content)

Wednesday, October 11, 2023

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

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

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Thank you,

D. Paschall

**Comment ID: 15**

**Comment By: D. Vader**

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

Dear members of the DVRPC Board, :

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

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

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# Original Comments (Full Content)

Wednesday, October 11, 2023

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

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Thank you,

D. Vader

**Comment ID: 16**

**Comment By: D. Crespy**

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

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

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Wednesday, October 11, 2023

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Thank you,

D. Crespy

Comment ID: 17

Comment By: D. Gabel

Submit Date: 8/5/2023

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



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Wednesday, October 11, 2023

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Thank you,

D. Gabel

Comment ID: 18

Comment By: D. Gwyn

Submit Date: 8/6/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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

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

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

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Thank you,

D. Gwyn

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 19

Comment By: D. Harries

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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

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

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

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

Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

D.Harries

Comment ID: 20

Comment By: D. Seip

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

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

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

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

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

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

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

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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

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

Thank you,

D. Seip

**Comment ID:** 21

**Comment By:** D. Steinberg

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

Dear members of the DVRPC Board, :

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

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

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

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

Thank you,

D. Steinberg

**Comment ID: 22**

**Comment By: D. Sponheimer**

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

---

Dear members of the DVRPC Board, :

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

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

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

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

Thank you,

D. Sponheimer

**Comment ID:** 23

**Comment By:** D. Smile

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

Dear members of the DVRPC Board, :

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

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

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- Camden County LINK Trail
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the trail bridge over I-295.

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

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

Thank you,

D. Smile

**Comment ID: 24**

**Comment By: D. Turner**

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

Dear members of the DVRPC Board, :

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

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

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Thank you,

D. Turner

**Comment ID: 25**

**Comment By: D. Hulboy**

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

Dear members of the DVRPC Board, :

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

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Thank you,

D. Hulboy

**Comment ID: 26**

**Comment By: D. Vonderschmidt**

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

Dear members of the DVRPC Board, :

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

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

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Thank you,

D. Vonderschmidt

**Comment ID: 27**

**Comment By: D. Pillsbury**

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

---

Dear members of the DVRPC Board, :

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Thank you,

D. Pillsbury

**Comment ID: 28**

**Comment By: D. Kelly**

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

Dear members of the DVRPC Board, :

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

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Thank you,

D. Kelly

**Comment ID: 29**

**Comment By: E. Arnold**

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

Dear members of the DVRPC Board, :

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

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

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

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

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Thank you,

E. Arnold

**Comment ID: 30**

**Comment By: E. Cohen**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

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

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

Thank you,

E. Cohen

**Comment ID: 31**

**Comment By: E. Stilwell**

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

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

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

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

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

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

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

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

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

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

Thank you,

E. Stilwell

Comment ID: 32

Comment By: E. Wallace

Submit Date: 8/7/2023

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

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



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

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

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

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

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

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

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

Thank you,

E. Wallace

Comment ID: 33

Comment By: E. Redman

Submit Date: 8/8/2023

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

Wednesday, October 11, 2023

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

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

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

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

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

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Thank you,

E. Redman

Comment ID: 34

Comment By: E. Reeg

Submit Date: 8/6/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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

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

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

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

Thank you,

E. Reeg

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 35

Comment By: E. Minutolo

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

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

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

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

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Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

E. Minutolo

Comment ID: 36

Comment By: F. Carr

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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Wednesday, October 11, 2023

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

Thank you,

F. Carr

Comment ID: 37

Comment By: F. Brincka

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

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

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

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

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

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

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

Thank you,

F. Brincka

**Comment ID: 38**

**Comment By: F. Giraffe**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

Thank you,

F. Giraffe

**Comment ID: 39**

**Comment By: F. Foster**

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

Dear members of the DVRPC Board, :

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

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

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

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

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the trail bridge over I-295.

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

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

Thank you,

F. Foster

**Comment ID: 40**

**Comment By: G. Delson**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

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

Thank you,

G. Delson

**Comment ID: 41**

**Comment By: G. Saretzky**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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

Thank you,

G. Saretzky

**Comment ID: 42**

**Comment By: G. Toriello**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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

Thank you,

G. Toriello

**Comment ID: 43**

**Comment By: G. Milewski**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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

Thank you,

G. Milewski

**Comment ID: 44**

**Comment By: I. Josephs**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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

Thank you,

I. Josephs

**Comment ID: 45**

**Comment By: I. melvin**

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

Dear members of the DVRPC Board, :

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

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

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

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

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decisions have been made for this current year.

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

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

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

I. Melvin

**Comment ID: 46**

**Comment By: I. Seric**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

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

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

Thank you,

I. Seric

**Comment ID: 47**

**Comment By: J. Castellan**

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

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

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

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



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

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

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

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

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

Thank you,

J. Castellan

Comment ID: 48

Comment By: J. DeSandro

Submit Date: 8/5/2023

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

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

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

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

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

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

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

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

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

Thank you,

J. DeSandro

Comment ID: 49

Comment By: J. Innes II

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

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Wednesday, October 11, 2023

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

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

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

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

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

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

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

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

Thank you,

J. Innes II

Comment ID: 50

Comment By: J. Sontag

Submit Date: 8/7/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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

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

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

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

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

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

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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

Thank you,

J. Sontag

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 51

Comment By: J. D'Alesandro

Submit Date: 8/7/2023

Dear members of the DVRPC Board, :

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

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

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

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

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

Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

J. D'Alesandro

Comment ID: 52

Comment By: J. Smith

Submit Date: 8/6/2023

Dear members of the DVRPC Board, :

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

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

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

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

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

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Wednesday, October 11, 2023

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

Thank you,

J. Smith

**Comment ID: 53**

**Comment By: J. Diaz**

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

Dear members of the DVRPC Board, :

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

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

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

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

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Wednesday, October 11, 2023

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

Thank you,

J. Diaz

**Comment ID: 54**

**Comment By: J. Miller**

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

Dear members of the DVRPC Board, :

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

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

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

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

Thank you,

J. Miller

**Comment ID: 55**

**Comment By: J. Flintosh**

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

Dear members of the DVRPC Board, :

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

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

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the trail bridge over I-295.

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Thank you,

J. Flintosh

**Comment ID: 56**

**Comment By: J. Schneck**

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

Dear members of the DVRPC Board, :

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

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Thank you,

J. Schneck

**Comment ID: 57**

**Comment By: J. Higgins**

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

Dear members of the DVRPC Board, :

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

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Thank you,  
j. higgins

**Comment ID: 58**

**Comment By: J. Naglich**

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

Dear members of the DVRPC Board, :

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

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

Thank you,

J. Naglich

**Comment ID: 59**

**Comment By: J. Buck**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

Thank you,

J. Buck

**Comment ID: 60**

**Comment By: J. DeGood**

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

Dear members of the DVRPC Board, :

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# Original Comments (Full Content)

Wednesday, October 11, 2023

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Thank you,

J. DeGood

**Comment ID: 61**

**Comment By: j. fitzpatrick**

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

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Wednesday, October 11, 2023

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**Comment ID: 62**

**Comment By: J. Gumm**

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

Dear members of the DVRPC Board, :

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**Comment ID: 63**

**Comment By: J. Kawczynski**

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

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Thank you,

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**Comment ID: 64**

**Comment By: J. Davis**

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

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J. Davis

**Comment ID: 65**

**Comment By: J. Kenney**

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

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Comment ID: 66

Comment By: J. Anne McCracken

Submit Date: 8/5/2023

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Wednesday, October 11, 2023

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Comment ID: 67

Comment By: K. Kappre

Submit Date: 8/3/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

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# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 68

Comment By: K. Saretzky

Submit Date: 8/3/2023

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# Original Comments (Full Content)

Wednesday, October 11, 2023

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Comment ID: 69

Comment By: K. Smith

Submit Date: 8/6/2023

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Wednesday, October 11, 2023

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**Comment ID: 70**

**Comment By: K. Smitj**

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

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

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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

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Thank you,

K. Smitj

**Comment ID: 71**

**Comment By: K. McFadden**

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

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Thank you,

K. McFadden

Comment ID: 72

Comment By: L. Hobbs

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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

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Thank you,

L. Hobbs

**Comment ID: 73**

**Comment By: L. Weaver**

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

Dear members of the DVRPC Board, :

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

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

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Thank you,

L. Weaver

**Comment ID: 74**

**Comment By: L. Hedrick**

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

Dear members of the DVRPC Board, :

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Thank you,

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**Comment ID: 75**

**Comment By: M. Steen**

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

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M. Steen

**Comment ID: 76**

**Comment By: M. Guinan**

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

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**Comment ID:** 77

**Comment By:** M. Klevence

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

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**Comment ID: 78**

**Comment By: M. More**

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

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Thank you,

m. more

**Comment ID: 79**

**Comment By: M. Boerstool**

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

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Thank you,

M. Boerstael

**Comment ID: 80**

**Comment By: M. DeSandro**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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

Thank you,

M. DeSandro

**Comment ID: 81**

**Comment By: M. Swipes**

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

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

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Wednesday, October 11, 2023

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

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

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Thank you,

M. Swipes

Comment ID: 82

Comment By: M. Coyle

Submit Date: 8/7/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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

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

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

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Thank you,

M. Coyle

Comment ID: 83

Comment By: M. Murphy

Submit Date: 8/2/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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

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

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

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

Thank you,

M. Murphy

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 84

Comment By: M. Ruzzo

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

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

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

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

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



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Wednesday, October 11, 2023

Thank you,

M. Ruzzo

Comment ID: 85

Comment By: M. Yasner

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

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

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Wednesday, October 11, 2023

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

Thank you,

M. Yasner

**Comment ID: 86**

**Comment By: M. Sparks**

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

---

Dear members of the DVRPC Board, :

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

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

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

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

Thank you,

M. Sparks

Comment ID: 87

Comment By: M. DELLAPENNA

Submit Date: 8/2/2023

Dear members of the DVRPC Board, :

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Willingboro

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Thank you,

M. DELLAPENNA

**Comment ID: 88**

**Comment By: M. Freedman**

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

Dear members of the DVRPC Board, :

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

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- Camden County LINK Trail

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- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Freedman

**Comment ID:** 89

**Comment By:** P. John Paulson

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

Dear members of the DVRPC Board, :

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

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Thank you,

P. John Paulson

**Comment ID: 90**

**Comment By: P. Woodworth**

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

Dear members of the DVRPC Board, :

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

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

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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Thank you,

P. Woodworth

**Comment ID: 91**

**Comment By: P. Monahan**

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

Dear members of the DVRPC Board, :

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

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

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Thank you,

P. Monahan

**Comment ID: 92**

**Comment By: P. Furcht**

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

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**Comment ID: 93**

**Comment By: P. McLoone**

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

Dear members of the DVRPC Board, :

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

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Wednesday, October 11, 2023

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Thank you,

P. McLoone

**Comment ID: 94**

**Comment By: R. Branch**

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

Dear members of the DVRPC Board, :

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**Comment ID: 95**

**Comment By: R. Rothmel**

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

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**Comment ID: 96**

**Comment By: R. Shepard**

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

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**Comment ID: 97**

**Comment By: R. Moore**

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

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Wednesday, October 11, 2023

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Comment ID: 98

Comment By: R. Monahan

Submit Date: 8/5/2023

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Thank you,

R. Monahan

Comment ID: 99

Comment By: R. Cummings

Submit Date: 8/2/2023

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Wednesday, October 11, 2023

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Thank you,

R. Cummings



# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 100

Comment By: R. Smathers

Submit Date: 8/2/2023

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

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

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

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

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

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Wednesday, October 11, 2023

Thank you,

R. Smathers

Comment ID: 101

Comment By: R. Brandt

Submit Date: 8/5/2023

Dear members of the DVRPC Board, :

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

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

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

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Wednesday, October 11, 2023

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

Thank you,

R. Brandt

**Comment ID: 102**

**Comment By: S. Conlon**

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

---

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

Thank you,

S. Conlon

**Comment ID: 103**

**Comment By: S. Pulaski-Fisher**

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

---

Dear members of the DVRPC Board, :

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

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

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

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

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Willingboro

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

Thank you,

S. Pulaski-Fisher

**Comment ID: 104**

**Comment By: S. Geisler**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Geisler

**Comment ID: 105**

**Comment By: S. Ascarelli**

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

Dear members of the DVRPC Board, :

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

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Thank you,

S. Ascarelli

**Comment ID: 106**

**Comment By: S. Witomski**

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

Dear members of the DVRPC Board, :

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

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

Thank you,

s. witomski

**Comment ID: 107**

**Comment By: S. Warner**

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

\*ONE OF ### identical comments from the Bicycle Coalition of Greater Philadelphia\*

Dear members of the DVRPC Board, :

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

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

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Thank you,

S. Warner

**Comment ID: 108**

**Comment By: S. Bush**

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

Dear members of the DVRPC Board, :

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

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

Thank you,

S. Bush

**Comment ID: 109**

**Comment By: T. Reid**

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

Dear members of the DVRPC Board, :

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

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

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

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

Thank you,

T. Reid

**Comment ID: 110**

**Comment By: T. Sapigao**

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

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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

Thank you,

T. Sapigao

**Comment ID: 111**

**Comment By: T. Licker**

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

Dear members of the DVRPC Board, :

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

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Thank you,

T. Licker

**Comment ID: 112**

**Comment By: T. Maciag**

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

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

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Thank you,

T. Maciag

Comment ID: 113

Comment By: V. Daligdig

Submit Date: 8/7/2023

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

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Wednesday, October 11, 2023

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Thank you,

V. Daligdig

Comment ID: 117

Comment By: A. Bloomenthal

Submit Date: 8/8/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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Thank you,

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# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 118

Comment By: J. Schonewolf

Submit Date: 8/8/2023

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Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

J. Schonewolf

Comment ID: 119

Comment By: H. Murphy

Submit Date: 8/9/2023

Dear members of the DVRPC Board, :

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Thank you,

H. Murphy

**Comment ID:** 120

**Comment By:** K. Mccaffrey

**Submit Date:** 8/9/2023

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Thank you,

K. Mccaffrey

**Comment ID: 128**

**Comment By: C. Hannigan**

**Submit Date: 8/11/2023**

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Thank you,

C. Hannigan

**Comment ID: 129**

**Comment By: M. Gray**

**Submit Date: 8/10/2023**

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Thank you,

M. Gray

**Comment ID: 130**

**Comment By: C. Pilling**

**Submit Date: 8/10/2023**

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

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

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

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

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

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

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

Thank you,

C. Pilling

**Comment ID: 131**

**Comment By: H. Jansma**

**Submit Date: 8/9/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
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Thank you,

H. Jansma

**Comment ID: 132**

**Comment By: M. Valdes**

**Submit Date: 8/9/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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



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

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

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

Thank you,

M. Valdes

**Comment ID: 133**

**Comment By: E. Morton-Owens**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

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Thank you,

E. Morton-Owens

**Comment ID: 134**

**Comment By: S. Parratt**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

Thank you,

S. Parratt

**Comment ID: 135**

**Comment By: E. Price**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

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

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

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

# Original Comments (Full Content)

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

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Thank you,

E. Price

**Comment ID: 136**

**Comment By: E. Sleeper**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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Thank you,

E. Sleeper

**Comment ID: 137**

**Comment By: Y. De Carolis**

**Submit Date: 8/14/2023**

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

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

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

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

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Thank you,

Y. De Carolis

Comment ID: 138

Comment By: S. Bhatia

Submit Date: 8/14/2023

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

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

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

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

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

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

Thank you,

S. BHATIA

Comment ID: 139

Comment By: S. Bhatia

Submit Date: 8/14/2023

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

Wednesday, October 11, 2023

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

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

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

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

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Thank you,

s. bhatia

Comment ID: 140

Comment By: M. Murphy

Submit Date: 8/14/2023



# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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

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Thank you,

M. Murphy

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 141

Comment By: D. Rappoport

Submit Date: 8/14/2023

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Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

d. rappoport

Comment ID: 142

Comment By: L. Ziegler

Submit Date: 8/14/2023

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# Original Comments (Full Content)

Wednesday, October 11, 2023

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L. Ziegler

**Comment ID:** 143

**Comment By:** T. Groeller

**Submit Date:** 8/14/2023

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Thank you,

T. Groeller

**Comment ID: 144**

**Comment By: A. Haines**

**Submit Date: 8/14/2023**

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**Comment ID: 145**

**Comment By: F. Fitzgerald**

**Submit Date: 8/14/2023**

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**Comment ID: 146**

**Comment By: M. Nina Scarpa**

**Submit Date: 8/14/2023**

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**Comment ID:** 147

**Comment By:** D. Sharma

**Submit Date:** 8/14/2023

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**Comment ID: 148**

**Comment By: W. Leeper**

**Submit Date: 8/14/2023**

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**Comment ID: 149**

**Comment By: A. Srinivasan**

**Submit Date: 8/14/2023**

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**Comment ID: 150**

**Comment By: A. PINZ**

**Submit Date: 8/14/2023**

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

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

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

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

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

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

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

Thank you,

A. PINZ

**Comment ID: 151**

**Comment By: R. Hantman**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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decisions have been made for this current year.

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

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Thank you,

R. Hantman

**Comment ID: 152**

**Comment By: T. Laresch**

**Submit Date: 8/14/2023**

Dear members of the DVRPC Board, :

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

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

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

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Wednesday, October 11, 2023

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Thank you,

T. Laresch

**Comment ID: 153**

**Comment By: D. Petruzzelli**

**Submit Date: 8/14/2023**

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

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

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

# Original Comments (Full Content)

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

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

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Thank you,

D. Petruzzelli

Comment ID: 154

Comment By: J. Arnobit

Submit Date: 8/15/2023

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

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

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

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

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Thank you,

J. Arnobit

Comment ID: 155

Comment By: K. Rey

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :



# Original Comments (Full Content)

Wednesday, October 11, 2023

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Thank you,

K. Rey

Comment ID: 156

Comment By: j. j kapoor

Submit Date: 8/15/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

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Thank you,

J. J Kapoor

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 157

Comment By: C. Foster

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

C. Foster

Comment ID: 158

Comment By: N. Sheehan

Submit Date: 8/15/2023

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Wednesday, October 11, 2023

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

Thank you,

N. Sheehan

**Comment ID:** 159

**Comment By:** J. Dennis

**Submit Date:** 8/15/2023

Dear members of the DVRPC Board, :

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Thank you,

J. Dennis

**Comment ID: 160**

**Comment By: S. Meyer**

**Submit Date: 8/15/2023**

---

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

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

Thank you,

S. Meyer

**Comment ID: 163**

**Comment By: S. Brubaker**

**Submit Date: 8/13/2023**

Dear members of the DVRPC Board, :

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

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

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

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the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
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Thank you,

S. Brubaker

**Comment ID:** 164

**Comment By:** J. Clough

**Submit Date:** 8/12/2023

Dear members of the DVRPC Board, :

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

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

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

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



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

J. Clough

**Comment ID: 165**

**Comment By: H. Holmes**

**Submit Date: 8/12/2023**

Dear members of the DVRPC Board, :

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

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

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

H. Holmes

**Comment ID: 166**

**Comment By: C. Hannigan**

**Submit Date: 8/11/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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Thank you,

C. Hannigan

**Comment ID: 167**

**Comment By: T. Votta**

**Submit Date: 8/11/2023**

Dear members of the DVRPC Board, :

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

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

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

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Thank you,

T. Votta

**Comment ID: 183**

**Comment By: K. Souder**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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Thank you,

K. Souder

**Comment ID: 184**

**Comment By: J. Welch**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

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

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

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decisions have been made for this current year.

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

Thank you,

J. Welch

**Comment ID: 185**

**Comment By: W. Kinsley**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

Thank you,

W. Kinsley

**Comment ID: 186**

**Comment By: D. Kagan**

**Submit Date: 8/18/2023**

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

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

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

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

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

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

Thank you,

D. Kagan

Comment ID: 187

Comment By: T. Brill

Submit Date: 8/18/2023

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

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



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

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Thank you,

T. Brill

Comment ID: 188

Comment By: J. Coyle

Submit Date: 8/18/2023

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

Wednesday, October 11, 2023

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J. Coyle

Comment ID: 189

Comment By: Y. Ferreira

Submit Date: 8/18/2023

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Thank you,

Y. Ferreira

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 190

Comment By: G. Myers

Submit Date: 8/18/2023

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Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

G. Myers

Comment ID: 191

Comment By: H. Heffner

Submit Date: 8/18/2023

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# Original Comments (Full Content)

Wednesday, October 11, 2023

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**Comment ID:** 192

**Comment By:** S. Hagner

**Submit Date:** 8/18/2023

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**Comment ID: 193**

**Comment By: S. Shapiro**

**Submit Date: 8/18/2023**

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**Comment ID:** 194

**Comment By:** R. Joseph

**Submit Date:** 8/18/2023

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**Comment By: E. Picciotto**

**Submit Date: 8/18/2023**

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**Comment ID: 196**

**Comment By: C. King-Sammons**

**Submit Date: 8/18/2023**

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**Comment ID:** 197

**Comment By:** B. Foelsch

**Submit Date:** 8/18/2023

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

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

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

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

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

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

Thank you,

B. Foelsch

**Comment ID: 198**

**Comment By: J. Brittain**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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Thank you,

J. Brittain

**Comment ID: 199**

**Comment By: B. DePoy**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

Thank you,

B. DePoy

**Comment ID: 200**

**Comment By: M. Capobianco**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

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

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

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

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

# Original Comments (Full Content)

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decisions have been made for this current year.

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

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

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

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

Thank you,

M. Capobianco

**Comment ID: 201**

**Comment By: E. Dinges**

**Submit Date: 8/18/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

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

Thank you,

E. Dinges

**Comment ID: 202**

**Comment By: R. Conlon**

**Submit Date: 8/18/2023**

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

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

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



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

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

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

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

Thank you,

R. Conlon

Comment ID: 203

Comment By: T. Atherholt

Submit Date: 8/18/2023

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

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

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

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

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

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

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Thank you,

T. Atherholt

Comment ID: 208

Comment By: D. McGrath

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

Wednesday, October 11, 2023

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

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

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Thank you,

D. McGrath

Comment ID: 209

Comment By: P. Haneman

Submit Date: 8/16/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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

Thank you,

P. Haneman

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 210

Comment By: T. Benson

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

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

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

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

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

Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

T. Benson

Comment ID: 211

Comment By: M. Dougherty

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

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

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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

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

Thank you,

M. Dougherty

**Comment ID:** 212

**Comment By:** J. McFadden

**Submit Date:** 8/16/2023

Dear members of the DVRPC Board, :

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

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

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Thank you,

J. McFadden

**Comment ID: 213**

**Comment By: E. Spangler**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

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Thank you,

E. Spangler

**Comment ID:** 214

**Comment By:** J. Horror

**Submit Date:** 8/17/2023

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the trail bridge over I-295.

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Thank you,

J. Horrow

**Comment ID: 215**

**Comment By: D. Chermak**

**Submit Date: 8/17/2023**

Dear members of the DVRPC Board, :

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Thank you,

D. Chermak

**Comment ID: 216**

**Comment By: L. Valentine**

**Submit Date: 8/17/2023**

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Thank you,

L. Valentine

**Comment ID: 217**

**Comment By: M. Price**

**Submit Date: 8/17/2023**

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Thank you,

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**Comment ID: 218**

**Comment By: C. Montgomery**

**Submit Date: 8/17/2023**

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**Comment ID: 219**

**Comment By: D. Lohr**

**Submit Date: 8/17/2023**

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Thank you,

D. Lohr

**Comment ID: 220**

**Comment By: J. Piscitello**

**Submit Date: 8/17/2023**

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Thank you,

J. Piscitello

**Comment ID: 221**

**Comment By: B. Danin**

**Submit Date: 8/17/2023**

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

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



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

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

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

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

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

Thank you,

B. Danin

**Comment ID: 222**

**Comment By: J. Parrish**

**Submit Date: 8/17/2023**

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

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

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

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

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

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

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

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

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

Thank you,

J. Parrish

**Comment ID: 226**

**Comment By: J. Arnobit**

**Submit Date: 8/15/2023**

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

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

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

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

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

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

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

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

Thank you,

J. Arnobit

Comment ID: 227

Comment By: K. Rey

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

Wednesday, October 11, 2023

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

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

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

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

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

Thank you,

K. Rey

Comment ID: 228

Comment By: J. J Kapoor

Submit Date: 8/15/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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

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

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Thank you,

J. J Kapoor

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 229

Comment By: C. Foster

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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

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

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Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

C. Foster

Comment ID: 230

Comment By: N. Sheehan

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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

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

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

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Wednesday, October 11, 2023

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

Thank you,

N. Sheehan

**Comment ID:** 231

**Comment By:** J. Dennis

**Submit Date:** 8/15/2023

Dear members of the DVRPC Board, :

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

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



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

Thank you,

J. Dennis

**Comment ID: 232**

**Comment By: S. Meyer**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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

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Thank you,

S. Meyer

**Comment ID: 233**

**Comment By: A. Ervin**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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

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

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the trail bridge over I-295.

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Thank you,

A. Ervin

**Comment ID: 234**

**Comment By: E. Durante**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

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

Thank you,

E. Durante

**Comment ID: 235**

**Comment By: M. GALLAGHER**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

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Thank you,

M. GALLAGHER

**Comment ID: 236**

**Comment By: A. Leonard**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

Thank you,

A. Leonard

**Comment ID: 237**

**Comment By: A. VALONE**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

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

Thank you,

A. VALONE

**Comment ID: 238**

**Comment By: C. Orman**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

Thank you,

C. Orman

**Comment ID: 239**

**Comment By: R. Branch**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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

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

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

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



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decisions have been made for this current year.

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

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

Thank you,

R. Branch

**Comment ID: 240**

**Comment By: J. Amari**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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

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

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

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

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

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

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

Thank you,

J. Amari

**Comment ID: 241**

**Comment By: A. Mumford**

**Submit Date: 8/15/2023**

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

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

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

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

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

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

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

Thank you,

A. Mumford

Comment ID: 242

Comment By: S. Beck

Submit Date: 8/15/2023

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

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

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

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

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

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

Thank you,

S. Beck

Comment ID: 243

Comment By: C. Corcoran

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

Wednesday, October 11, 2023

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

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

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

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

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

Thank you,

C. Corcoran

Comment ID: 244

Comment By: E. Ascalon

Submit Date: 8/15/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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

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

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- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Ascalon

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 245

Comment By: J. Young

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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

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Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

J. Young

Comment ID: 246

Comment By: B. Lewis

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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

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# Original Comments (Full Content)

Wednesday, October 11, 2023

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Thank you,

B. Lewis

Comment ID: 247

Comment By: K. McGovern

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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

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Wednesday, October 11, 2023

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Thank you,

K. McGovern

**Comment ID: 248**

**Comment By: J. Zabara**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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# Original Comments (Full Content)

Wednesday, October 11, 2023

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Thank you,

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**Comment ID: 249**

**Comment By: H. Mac Donald**

**Submit Date: 8/15/2023**

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Thank you,

H. Mac Donald

**Comment ID: 250**

**Comment By: A. Miller**

**Submit Date: 8/15/2023**

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Thank you,

A. Miller

**Comment ID: 251**

**Comment By: A. Manta**

**Submit Date: 8/15/2023**

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Wednesday, October 11, 2023

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Thank you,

A. Manta

**Comment ID: 252**

**Comment By: R. Cimino**

**Submit Date: 8/15/2023**

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Thank you,

R. Cimino

**Comment ID: 253**

**Comment By: P. Duvall**

**Submit Date: 8/15/2023**

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Thank you,

P. Duvall

**Comment ID: 254**

**Comment By: R. Rohr**

**Submit Date: 8/15/2023**

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

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



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

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

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

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

Thank you,

R. Rohr

**Comment ID: 255**

**Comment By: D. Weinberg**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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

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

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

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

# Original Comments (Full Content)

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decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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Thank you,

D. Weinberg

**Comment ID: 256**

**Comment By: J. Andrade**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

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(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Andrade

**Comment ID: 257**

**Comment By: S. Sweeney**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

# Original Comments (Full Content)

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projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Sweeney

Comment ID: 258

Comment By: J. Forsell

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

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Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Forsell

Comment ID: 259

Comment By: G. Milbourne

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

Wednesday, October 11, 2023

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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Thank you,

G. Milbourne

Comment ID: 260

Comment By: D. Price

Submit Date: 8/15/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Thank you,

D. Price

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 261

Comment By: K. Larkin

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,



# Original Comments (Full Content)

Wednesday, October 11, 2023

K. Larkin

Comment ID: 262

Comment By: M. Sarros

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M Sarros

**Comment ID: 263**

**Comment By: P. Benson**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44):

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Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

P. Benson

**Comment ID: 264**

**Comment By: K. Condon**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

K. Condon

**Comment ID: 265**

**Comment By: B. Rickman**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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the trail bridge over I-295.

- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
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Thank you,

B. Rickman

**Comment ID: 266**

**Comment By: R. Small**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Thank you,

R. Small

**Comment ID: 267**

**Comment By: S. Alemi**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Thank you,

S. Alemi

**Comment ID: 268**

**Comment By: D. Stokes**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

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Thank you,

D. Stokes

**Comment ID: 269**

**Comment By: A. Spiers**

**Submit Date: 8/15/2023**

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Thank you,

A. Spiers

**Comment ID: 270**

**Comment By: S. Marren**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

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Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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Thank you,

S. Marren

**Comment ID: 271**

**Comment By: E. Chang**

**Submit Date: 8/15/2023**

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Thank you,

E. Chang

**Comment ID: 272**

**Comment By: M. Connor**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :

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(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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Thank you,

M. Connor

**Comment ID: 273**

**Comment By: J. Twer**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

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projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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Thank you,

J. Twer

**Comment ID: 274**

**Comment By: C. Crane**

**Submit Date: 8/15/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

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Wednesday, October 11, 2023

Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Thank you,

C. Crane

Comment ID: 275

Comment By: F. Fedoroff

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

Wednesday, October 11, 2023

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Thank you,

F. Fedoroff

Comment ID: 276

Comment By: W. Boone

Submit Date: 8/15/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

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Thank you,

W. Boone



# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 277

Comment By: L. Hutton

Submit Date: 8/15/2023

Dear members of the DVRPC Board, :

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Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

L. Hutton

Comment ID: 278

Comment By: J. Druce

Submit Date: 8/15/2023

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# Original Comments (Full Content)

Wednesday, October 11, 2023

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Thank you,

J. Druce

**Comment ID:** 279

**Comment By:** L. Ann Bowers

**Submit Date:** 8/15/2023

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Wednesday, October 11, 2023

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L. Ann Bowers

**Comment ID: 280**

**Comment By: T. Bowers**

**Submit Date: 8/15/2023**

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Thank you,

T. Bowers

**Comment ID:** 281

**Comment By:** J. Maleski

**Submit Date:** 8/15/2023

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# Original Comments (Full Content)

Wednesday, October 11, 2023

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**Comment ID: 282**

**Comment By: A. Bowers**

**Submit Date: 8/15/2023**

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Thank you,

A. Bowers

**Comment ID: 283**

**Comment By: L. Drew**

**Submit Date: 8/15/2023**

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L. Drew

**Comment ID: 284**

**Comment By: A. Silverberg**

**Submit Date: 8/15/2023**

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3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so



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that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Silverberg

**Comment ID: 285**

**Comment By: J. Smith**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1

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million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

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Thank you,

J. Smith

**Comment ID: 286**

**Comment By: A. Ruff**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range

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Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

A. Ruff

**Comment ID: 287**

**Comment By: M. Shakow**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if

# Original Comments (Full Content)

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decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

M. Shakow

**Comment ID: 288**

**Comment By: J. Adler**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

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(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Adler

**Comment ID: 289**

**Comment By: D. Pustizzi**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following

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projects which include bicycle and pedestrian safety improvements:  
DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

D. Pustizzi

Comment ID: 290

Comment By: M. Bailey

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :  
I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek

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Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

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Thank you,

M. Bailey

Comment ID: 291

Comment By: M. Kenny

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

# Original Comments (Full Content)

Wednesday, October 11, 2023

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1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Thank you,

M. Kenny

Comment ID: 292

Comment By: E. Hein

Submit Date: 8/16/2023



# Original Comments (Full Content)

Wednesday, October 11, 2023

Dear members of the DVRPC Board, :

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

E. Hein

# Original Comments (Full Content)

Wednesday, October 11, 2023

Comment ID: 293

Comment By: R. Reshetar

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

# Original Comments (Full Content)

Wednesday, October 11, 2023

R. Reshetar

Comment ID: 294

Comment By: S. Fox

Submit Date: 8/16/2023

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
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- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is

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experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

S. Fox

**Comment ID: 295**

**Comment By: J. Frederickson**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

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Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

J. Fredrickson

**Comment ID: 296**

**Comment By: D. Vasturia**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

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Thank you,

D. Vasturia

**Comment ID:** 297

**Comment By:** R. Paddison

**Submit Date:** 8/16/2023

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the trail bridge over I-295.

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Thank you,

R. Paddison

**Comment ID: 298**

**Comment By: W. Hess**

**Submit Date: 8/16/2023**

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Thank you,

W. Hess

**Comment ID: 299**

**Comment By: J. Stone**

**Submit Date: 8/16/2023**

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Thank you,

J. Stone

**Comment ID: 300**

**Comment By: J. Skyzer**

**Submit Date: 8/16/2023**

Dear members of the DVRPC Board, :

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that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

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**Comment ID: 301**

**Comment By: T. Chirico**

**Submit Date: 8/16/2023**

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**Comment ID: 302**

**Comment By: M. Pulli**

**Submit Date: 8/16/2023**

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Thank you,

M. Pulli

**Comment ID: 303**

**Comment By: B. Oliver**

**Submit Date: 8/16/2023**

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Thank you,

B. Oliver

**Comment ID: 304**

**Comment By: G. Zipf**

**Submit Date: 8/16/2023**

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1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements: DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program

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(DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

G. Zipf

## **MPMS: 17419 Route 1, Alexander Road to Mapleton Road**

AGENCY: Bicycle Coalition of Greater Philadelphia

Comment ID: 173

Comment By: J. Boyle

Submit Date: 8/18/2023

The Bicycle Coalition of Greater Philadelphia opposes road widening projects that do not address major bicycle and pedestrian safety issues. Route 1 is a barrier for safe non-motorized access between Downtown Princeton and the Princeton Junction Station and the surrounding employment center.

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## MPMS:

AGENCY: Compliance and Research Service

Comment ID: 207

Comment By: M. Larkin

Submit Date: 8/17/2023

Hello DVRPC,

This is M.Larkin with Compliance and Research Services in Plainfield, NJ. I am writing to share information on an EPA-verified aftermarket catalytic converter that can reduce mobile source CO, VOCs and NOx by up to 70% for at least 70,000 miles. The EPA has rejected NJDEP's transportation SIP regarding ozone, and this device will help to reduce mobile source VOCs and NOx, which form ozone.

Our contact information is on the final sheet of the attached presentation.

Thank you.  
See Attached.  
Regards,

M. Larkin  
Compliance and Research Services  
email: matt.larkin@complianceandresearch.com  
phone: 609.240.9348  
Cat-A-Pass™ will reduce VOCs, Nox and Ozone in DVRPC region  
Improve Environmental Justice and Health Equity in Disadvantaged Communities  
Compliance and Research Services  
Plainfield, NJ 07063

### 1. VOCs, Nox and Ozone in the DVRPC Region

- The entire DVRPC region has not attained the required federal ozone levels.

¿ The Ozone Transport Commission (OTC) is a multi-state organization created under the Clean Air Act. They are responsible for advising EPA on transport issues and for developing and implementing regional solutions to the ground-level ozone problem in the Northeast and Mid-Atlantic regions.

¿ In Sept. 2022, the OTC Modeling team presented findings that if the ambient Nox could be reduced by about 30%, most of the Mid-Atlantic region would finally achieve the federal ozone targets. Installing Cat-A-Pass™ on commuter vehicles would reduce Nox along the corridor, and help reduce ozone.

¿ In June 2023, the OTC called for stronger federal measures to reduce ozone-forming air pollution, namely, VOC and Nox. They noted that more needs to be done to reduce VOCs and Nox from mobile sources, and they stressed the need for durable aftermarket catalyts.

### 2. Why Retrofit for Light-Duty vehicles?

- In early 2023, the EPA told New Jersey and 22 other states that they need to do more to reduce Nox and ozone pollution that crosses their borders into other states. The NJ Dept. of Environmental Protection has said that 79% of Nox emissions are from vehicles, and we should not expect more Nox reductions from other sources. Light-duty vehicles account for 44% of all Nox from vehicles; long-haul trucks account for 24%.

- A study published in 2021 by the Harvard School of Public Health found that in 2017, light-duty vehicles, which are almost entirely powered by gasoline, accounted for over 50% of Nox emissions and over 75% of VOC emissions from all mobile sources. The study stated that to reduce the health impacts of transportation, light duty vehicles are an attractive target because they cause the majority of the public health burden.

- According to the US Dept. of Energy, in 2022, 95% of light-duty cars and trucks are gasoline powered.

### 3. What is Cat-A-Pass™?

- Cat-A-Pass™ is a supplemental catalytic converter which reduces emissions of CO, VOC & Nox by 75% in highway driving.

- Cat-A-Pass™ is designed for gasoline vehicles; it does not replace original catalytic converters. It is installed behind the original converters and further reduces the engines pollutants. It does not interfere with the original catalyst and does not cause any "Check Engine" lights.

- Cat-A-Pass™ is effective and durable. It has been aged to simulate 50,000 miles of use. Testing shows it reduces VOC, CO, and Nox by up to 75% when first installed, and it reduces Nox emission by 70% after 70,000 miles of use. Reducing these pollutants reduces the formation of both ozone and secondary PM2.5, which are small particulate matter. Both ozone and particulates are very harmful to the lungs.

- The EPA has reviewed and accepted our performance testing data which shows that for at least 70,000 miles, Cat-A-Pass™ achieves average reductions of 45% each of CO and VOC and 73% of Nox.

### 4. Cat-A-Pass™ Cost Effectiveness

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- We estimate an installed price of \$1500 per catalyst. We have demonstrated 73% Nox removal after 70,000 miles. We estimate 67% Nox removal, and 40% CO and VOC removal, at 100K miles.
- We target vehicles between 5 and 10 yrs. Of age, and use the US DOT average emissions for 2017. That gives Cat-A-Pass™ an estimated cost of \$7,000/ton of pollutant removed, and it will still have activity after 100K miles.
- The EPA currently funds several retro-fit programs for diesel trucks (DERA) and school bus retrofits or replacement with an EV bus.

Program

Cat-A-Pass at 100K Miles

\$/ton pollutants

7,000

EV School Bus replacement at 180K miles

146,000

EV School Bus retrofit at 180K miles

57,000

DERA Truck retrofit at full useful life

18,000

## 5. Modeling Cat-A-Pass™ Pollution Reduction

- Our internal modeling using the EPA's MOVES program for emissions in Essex County, NJ, showed that applying Cat-A-Pass™ to model year 2012 thru 2019 cars reduced the Nox inventory from mobile sources by 30%.
- We are now working with consultants to perform more detailed modeling to estimate the impact of Cat-A-Pass™ on ambient concentrations of VOC, Nox, ozone and PM 2.5.

## 6. Potential programs to implement Cat-A Pass™ in DVRPC Region

- The DVRPC region not in compliance with the EPA ozone regulations. √ Cat-A-Pass™ is easy to implement in Environmental Justice initiatives. √ DVRPC receives EPA and USDOT funds to implement programs to reduce ozone. √ Potential implementation programs could include:

- implementing in DVRPC's largest cities to rapidly improve air quality and health equity. These programs should qualify for funding from the US DOT CMAQ and RAISE programs, the Transportation Set-Aside program and the NJ and PA SIP funds.

- Include in NJ and PA SIP programs to bring non-attainment areas into compliance. √ Attract high-mileage drivers with electronic toll discounts.

Next Steps

Reach out to Compliance and Research Services

for more information on Cat-A-Pass™

M. Larkin

M. Timko

## MPMS: D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road

AGENCY: General Public

Comment ID: 168

Comment By: L. Howard

Submit Date: 8/15/2023

I am disappointed that the county did not see the value of replacing the Centerton Bridge. I am concerned that any work on the Parkers Creek Bridge would provide further delays to traffic in that area. I am not sure how rehabilitating or replacing the Parkers Creek Bridge will connect the communities of Westampton and Willingboro to businesses and health care in Mount Laurel and Moorestown. When I am driving from Willingboro or Westampton, I prefer to get on 295 and exit at Route 38 East to get to Mount Laurel or Moorestown. The Centerton Bridge was a true connector for the communities. When developing plans for the Parkers Creek Bridge, I would ask that the county also determine what can be done to address the traffic on Creek Road. I believe that is also impacting traffic when cars come on and off Route 295. In addition, there is a lot of new development on Centerton Road between Hartford and Creek Road Centerton Road, I feel like traffic will be congested for a long time, even with improving the Parkers Creek Bridge. Will this planned rehabilitation or replacement address future traffic needs? Thank you!

Comment ID: 169

Comment By: L. S. Berk

Submit Date: 8/16/2023

I live in Rancocas Woods and have used the Centerton Bridge for over 20 years, Using 295 to get to sections of Mt. Holly has



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become dangerous over the past few years. The lane which was installed primarily for traffic to use instead of the bridge, has become a speedway for people to use to speed through the section of 295. They don't care about oncoming cars from the Rancocas Woods. Delran exists. Locals now have to put themselves in danger to do their errands!

## **MPMS: D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement**

AGENCY: General Public

**Comment ID: 177**

**Comment By: L. Howard**

**Submit Date: 8/18/2023**

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This is not designated for funding, but hope it will be considered for future funding. This area is very dangerous and should be a priority.

## **MPMS:**

AGENCY: General Public

**Comment ID: 161**

**Comment By: J. Johnson**

**Submit Date: 8/15/2023**

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Hello

I love how the PA TIP has outlined every project current and ongoing for each county in the state. I have a question about electrical charging stations. With the increase of car manufacturers making more electrical cars every year, there will be a need for more charging stations, is there a plan in place to build more of these stations and how long does it take for one to build.

Thank you

J. Johnson

Public Participation Task Force

DVRPC

Sent from my iPhone

# Original Comments (Full Content)

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## MPMS: 17411 CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)

AGENCY: Bordentown Historical Society

Comment ID: 115

Comment By: S. Lederman

Submit Date: 8/7/2023

To Whom It May Concern:

The Bordentown Historical Society officers and directors have voted to submit the attached Resolution opposing the present plan to replace the Farnsworth Avenue Bridge.

Please confirm receipt of this email.

Thank you.

Dr. S. Lederman

B. Goldman, Esq

See Attachment

Bordentown Historical Society

RESOLUTION OF THE BORDENTOWN HISTORICAL SOCIETY IN SUPPORT OF THE REHABILITATION OF THE FARNSWORTH AVENUE STONE ARCH BRIDGE AND TUNNEL CONSTRUCTED IN 1831

WHEREAS, there exists in the City of Bordentown, County of Burlington, State of New Jersey, an historically significant stone arch carriage bridge and tunnel carrying Farnsworth Avenue also known as County Road 545 over the railroad now owned by Consolidated Rail Corporation (Conrail) that was constructed in 1831 as part of the Camden & Amboy Railroad; and WHEREAS, the New Jersey Department of Transportation (NJDOT) has identified the Farnsworth Avenue (CR 545) Bridge and Tunnel over Conrail as being "structurally deficient" because it has missing stones and water leakage, as well as cracked and bulging walls in certain places; and

WHEREAS, NJDOT has also deemed the historically significant stone arch bridge and tunnel "functionally obsolete" because the tunnel through which Conrail trains pass allegedly has inadequate vertical clearance; and

WHEREAS, NJDOT has proposed to demolish the historically significant stone arch bridge and tunnel and replace it with a prefabricated modern bridge as well as sidewalks and curbing for one hundred (100) feet to the north and south of the existing stone arch bridge; and

WHEREAS, Bordentown City residents and historians have rallied around the cause to preserve the historic stone arch bridge and tunnel, and hired a professional engineer to assess its structural integrity, maintaining that the bridge and tunnel should be rehabilitated, rather than demolished and replaced; and

WHEREAS, New Jersey State Historic Preservation Office (SHPO) has recognized that the Farnsworth Avenue bridge is the oldest carriage bridge still in use in America, and the first carriage bridge and tunnel constructed over railroad tracks made of Steven's style, rolled iron, flat bottom inverted T-rails, and is the largest man-made structure built by the former Camden and Amboy Railroad; and

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WHEREAS, Camden & Amboy Railroad is New Jersey's first permanent railroad and one of the first commercial railroads constructed in the United States; and

WHEREAS, historically significant trains and engines traveled under the Farnsworth Avenue stone arch bridge and through the tunnel including, most notably the John Bull locomotive, the world's oldest operable steam locomotive, which is now in the Smithsonian Institute in Washington, D.C.; and

WHEREAS, under NJDOT's proposal, a memorial to veterans located on Farnsworth Avenue would also be removed, stored and replaced with a new structure, according to members of the Bordentown City Veterans Memorial Committee; and

WHEREAS, the residents and historians who want to preserve the historic bridge have criticized the pre-fab aesthetic of the replacement bridge which is inappropriate to the 1831 construction era of the original bridge, in comparison to the building facades on Farnsworth Avenue; and

WHEREAS, the reason the railroad tracks pass under the bridge can be traced to an 1830 settlement of a lawsuit between Joseph Bonaparte and the Camden & Amboy Railroad when Robert Stevens, who was then president of the Railroad, planned to route the Railroad line over Blacks Creek, curving along the shoreline of Crosswicks Creek, up Thornton Creek valley on the west side of the Bonaparte Estate Pond to which Bonaparte objected, and then to former farmland located in an upland area south of Park Street; and

WHEREAS, historians noted that it would have been easier to excavate a notch on the hill slopes that flank Crosswicks Creek and Thornton Creek rather than digging the long, deep cut through the City of Bordentown thus separating the north and south sections of Farnsworth Avenue; and

WHEREAS, Joseph Bonaparte, a lawyer and ex King of Naples and Spain, sued the Camden & Amboy Railroad over its use of eminent domain to lay the railroad tracks as Stevens envisioned, on the grounds that the Camden & Amboy Railroad was a private entity and the tracks were being laid for private profit purposes, not public use, so the Railroad settled with Bonaparte to

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avoid a potential loss and instead dug a long, deep cut through the center of Bordentown City, and built the Farnsworth Avenue stone arch bridge and tunnel as well as the wood deck Second Street Bridge and wood deck Prince Street Bridge, and Bonaparte for his part allowed the Railroad to cross his property west of Thornton Creek and the farmland south of Park Street; and WHEREAS, the 200th anniversary of the first operation of the Camden and Amboy Railroad in New Jersey is in 2031, and the entirety of the Camden & Amboy Railroad corridor is a historical site, and rail fans hope to make the Railroad part of a rail trail or steam ride as exists in other parts of the tri-state region; and WHEREAS, two original keystones dated 1831 are still in place at the top of the stone arch; and WHEREAS, the significance of the stone arch bridge associated with New Jersey's first railroad and the relevant early Americana context in which it came to be, will be lost if NJDOT's plan to demolish the bridge and install the pre-fab modern replacement bridge is not stopped; and

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WHEREAS, from a structural and engineering perspective, rehabilitation of the stone arch bridge is technically feasible, according to observation and a report issued by Brian E. Nannis, P.E., M.ASCE, a structural engineer licensed in New Jersey, who examined the stone arch bridge on November 2, 2022, and found that Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self-draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Storm water would pass through and around the stone. Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/filled voids. This prevented storm water from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure. Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches. According to Mr. Nannis, this type of construction requires regular maintenance, stating, "The nearly two century old bridge has certainly fallen in need of rehabilitation. Prior repair efforts include: A - Stone replaced with mortared masonry; B - Skim coating of barrel interior surfaces; C - Infill/pointing existing stone gaps[]"; and Mr. Nannis made repair recommendations including but not limited to: "Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Storm water runoff must be channeled away from the roadway above and the structure below[]" and "[s]torm water should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure[]"; and "[r]emoval of vegetation and deleterious material. Provide concrete apron slab keyed into and poured monolithically with the new foundation base. Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids. Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopperscotch pattern (ex. 1,3,5,7 followed by 2,4,6,8) does not undermine the structure[]"; and Mr. Nannis also observed that "The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including: • thickness of the barrel using ground / surface penetrating radar, compression strength of a

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stone sample, geotechnical study of the fill above the arch and at the base, live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition[]"; and Mr. Nannis pointed out the obvious risks associated with taking down the existing stone arch structure: "The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building's load path. Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile driving vibrations.[]"; NOW THEREFORE BE IT RESOLVED this 7th Day of August, 2023, by the Bordentown Historical Society, that it opposes the demolition and replacement of the 1831 Farnsworth Avenue Bridge because inter alia the rehabilitation of the 1831 stone arch bridge and tunnel, which is an integral part of Bordentown's and New Jersey's history, was not explored or not adequately explored by NJDOT in assessing alternatives to demolition and replacement of it, and because of the bridge's unique place in our history, and because of the risks of demolition to supported structures, the Bordentown Historical Society commits itself to stopping the process by which the demolition and replacement may occur, and resolves to make all efforts in administrative, legislative, legal and judicial forums to preserve and maintain the Farnsworth Avenue Bridge and Tunnel, and to stop the demolition of the existing structure.

AGENCY:City of Bordentown

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Comment ID: 223

Comment By: J. Sciortino

Submit Date: 8/17/2023

To Whom It May Concern -

Attached is a formal resolution that was unanimously approved by the Bordentown City Board of Commissioners on Monday, August 14, 2023, which we would like to submit as official public comment, along with the information contained herein, regarding DB# 17411 in the DVRPC's FY 2024 TIP for New Jersey.

The resolution was promulgated and approved based on the thorough professional analysis conducted by several independent Bordentown City-based engineers who concluded that the historic Farnsworth Avenue Stone Arch Bridge poses "no imminent or short-term danger to the health, safety, or welfare of the community exists."

In fact, the bridge holds significant historical value at both the state and national level. In a densely populated, one-square-mile city, any substantial alterations to this bridge will almost certainly have a profound impact on nearly every resident and visitor of Bordentown City.

As such, we urge all parties involved to exercise extreme due diligence before reaching any decision that would require long-term closure of Farnsworth Avenue when no imminent or short-term danger to the health, safety, or welfare of the community exists.

The city, our business community, numerous stakeholders, and volunteer organizations have all expressed critical concerns when it comes to the future direction of this project and its impact on the vitality of our business district, the fate of prominent landmarks, including the Bordentown Veterans Memorial which sits atop the bridge, and the overall quality of life in our city.

Built in 1831, the bridge is not only recognized as the oldest masonry arch bridge in the U.S. that spans an iron railway, it also bore witness to the first steam-powered locomotive, which traversed that railway – the John Bull, now in the Smithsonian.

However, the bridge's significant historical qualifications are barely mentioned in the NJDOT's Concept Development Report prepared by the engineering firm WSP in 2019. The most troubling – and unfounded – statement is the final report's conclusion (Section V.C, page 16) that "Due to the location of the bridge in the downtown Bordentown city area, minimal socioeconomic impacts are expected."

This statement is wholly unsupported, suggesting a lack of due diligence on the part of WSP.

While Conrail, which operates the nearly defunct rail line that passes under the bridge, was consulted early in the process, their blanket assertion on the financial impact of the rail line's closure was reported without question or analysis.

However, the true socioeconomic impact can only be determined by engaging the stakeholders that will be impacted by the bridge's replacement: Bordentown's business community, which is comprised of a thriving network of small businesses primarily located along Farnsworth Avenue; the Bordentown Historical Society, which is presently arguing for inclusion of the bridge on the State and National Register of Historic Places; and the Bordentown Veterans Memorial Committee, which has spent countless hours securing donations to construct a fitting tribute to every veteran who has called Bordentown home, a memorial which presently sits atop the bridge slated for replacement.

These businesses and stakeholders are the lifeblood of the city and overwhelmingly and understandably opposed to any rehabilitation of the bridge that would require extended closure of the City's main artery, which would effectively cut off access for deliveries, street and foot traffic, public transportation, and the two public parking lots that service visitors.

Two local residents and professionals in this field, Pierre Lacombe and Matt Pey, each sent the NJ Department of Transportation (NJDOT) thorough point-by-point critiques of both the WSP document and previous NJDOT biannual inspections, addressing the historical and technical aspects of the bridge and questioning the need for its replacement. They were submitted to the NJDOT and the State Historic Preservation Office in early 2020 and, to date, there has been no substantive response.

While the Department and its consultants have rated the bridge as "structurally deficient," it has been established that there is no imminent or short-term danger to the health, safety, or welfare of the community.

As noted by Mr. Pey, a professional engineer, in his May 31, 2020 letter to the Department, ASCE has identified over 6,000 bridges in the United States rated as "structurally deficient" that remain in use. Moreover, the condition of the Farnsworth Avenue bridge has not deteriorated significantly during the biennial inspection period and cars, trucks, and buses cross the bridge on an hourly basis without incident.

Mr. Lacombe, a former hydrologist with more than 30 years of experience at the U.S. Geological Survey, has inspected more than 20 stone arch bridges built by the Philadelphia and Columbia Railroad (P&CRR) during the early rail era between 1832 and

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1857. These stone arch bridges are built in the same style and manner as the Farnsworth Avenue bridge, including at least one P&CRR bridge designed by the same engineer. Yet, these bridges carry SEPTA, Amtrak, and Conrail trains on a daily basis, subjecting them to much heavier loads than any carried by the Farnsworth Avenue Bridge.

While the Department has repeatedly stated that the bridge is old and unsafe solely due to its design or age, these assertions are factually incorrect. In fact, a third local resident and professional engineer recently commissioned a third-party structural analysis of the bridge by an independent engineer (a copy of which is attached), concluding that not only is the bridge safe, but improper rehabilitation or removal could have catastrophic unintended consequences on surrounding structures.

NJDOT's own BMS rating of the bridge, by definition, recommends rehabilitation over replacement. Furthermore, the WSP report states that the bridge is functionally obsolete due to insufficient vertical clearance, but Conrail/CSX agreed to waive that requirement, further negating the need for replacement. In fact, the bridge, at best, only sees one train per week.

It is clear that the WSP Concept Development Final Report from October 2019 is internally inconsistent, outdated, and not sufficiently researched and evaluated, as noted in the more recent and thorough independent analyses subsequently sent to NJDOT.

With this in mind, the Bordentown City Board of Commissioners respectfully requests that critical due diligence be performed before any determination on replacement versus rehabilitation is made. Adopting a cautious approach to any alterations of the bridge is both warranted and vital to allay the serious concerns raised by our community.

The engineering and transportation history of the Farnsworth Avenue Stone Arch Bridge is an integral part of the rich, storied history of Bordentown City, which has been home to pivotal figures who date back not only to the earliest days of our nation's founding but to the Native American tribes who first called Bordentown home.

As such, the bridge and its impact on our town, has rightfully generated widespread concern and support from residents and businesses, alike, with a stake in the future vitality of our downtown.

We ask that you take all of this into account in earnest before making any decisions on the future of the bridge.

Sincerely,

Bordentown City Board of Commissioners

J. L. Sciortino  
Mayor,  
Director of Revenue & Finance

J. Myers  
Deputy Mayor,  
Director of Public Property, Streets and Water

J. E. Lynch, Jr  
Commissioner,  
Director of Public Safety and Affairs  
See Attached.CITY OF BORDENTOWN  
RESOLUTION 2023-111

RESOLUTION IN SUPPORT OF THE NEW JERSEY DEPARTMENT OF TRANSPORTATION'S RESTORATION OF THE HISTORIC FARNSWORTH AVENUE BRIDGE

WHEREAS, since 1831, the Farnsworth Avenue Stone Arch Bridge ("Farnsworth Avenue Bridge" or the "Bridge") has been a significant and prominent feature in the historic City of Bordentown (the "City"); and

WHEREAS, recognized as one of the oldest masonry arch bridges which span an iron railway in the United States, the Farnsworth Avenue Bridge also had the first steam-powered locomotive to traverse that railway, the John Bull, travel under its arch; and

WHEREAS, located in the center of the City's Historic District, the Farnsworth Avenue Bridge has always been an integral part of the City, and region's history and economy; and

WHEREAS, over the past few years, the future of the Farnsworth Avenue Bridge has been a topic of discussion and concern, as the New Jersey Department of Transportation ("NJDOT") weighs its options on whether the Bridge should be rehabilitated to save and revitalize the historic structure, or whether it should be demolished and reconstructed; and

WHEREAS, based on a Report issued in 2019, the NJDOT and its professional consultants have noted the Bridge is "structurally deficient," but with no imminent or short-term risk to health, safety, and welfare to the City community; and

WHEREAS, in response to that 2019 Report, local professionals wrote to the NJDOT in early 2020, seeking clarification, with no

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response; and

WHEREAS, one of those individuals, a professional engineer, noted that the American Society of Civil Engineers ("ASCE") has identified over 6,000 bridges throughout the United States as "structurally deficient," which remain in productive use; and WHEREAS, the 2019 Report also erroneously concluded that replacement of the Farnsworth Avenue Bridge would have "minimal socioeconomic impact[]" on the Historic District of the City; and

WHEREAS, this conclusion could not be further from the truth, as demolition of the historic Farnsworth Avenue Bridge would impact the City's thriving Downtown area by severing Farnsworth Avenue, one of the few primary arteries into the business district; and

WHEREAS, any such demolition would negate the Bordentown Historical Society's continued efforts to have the Bridge placed on the State and National Registers of Historic Places, and the already-existing Veterans' Memorial, located atop of the Bridge, recently constructed through the tireless efforts of the Bordentown Veterans Memorial Committee, would also be inextricably damaged; and

WHEREAS, it is the Commissioners' view that the Bridge should not be replaced, but rather rehabilitated with every effort made to leave minimal impact on the City in general and the Historic Business District in particular; and

WHEREAS, in any case, it is clear that, at the very least, caution and further due diligence and investigation should precede any action regarding the Bridge.

NOW, THEREFORE, BE IT RESOLVED this 14th day of August 2023 by the Board of Commissioners, that for all the foregoing reasons, the Board of Commissioners hereby wholeheartedly support the preservation of the Farnsworth Avenue Bridge, and the protection of the City, and its Historic District and its businesses, and urge that the NJDOT investigate the Bridge, and the impact on the City, with caution, good faith, and due diligence, with the goal of preserving the Bridge.

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I hereby certify that the foregoing Resolution was duly adopted by the Board of Commissioners of the City of Bordentown at a regular meeting conducted on the 14th day of August 2023.

J. M. Smith Acting City Clerk

DERY

Resolution 2023-111 In Support of The New Jersey Department of Transportation's Restoration of The Historic Farnsworth Avenue Bridge

AGENCY:Downtown Bordentown Association

Comment ID: 126

Comment By: Downtown Bordentown Association

Submit Date: 8/11/2023

DOWNTOWN BORDENTOWN ASSOCIATION www.downtownbordentown.com V. Schino, Jr.,  
President Z. Melker Director C.J. Mugavero Vice President P. Sabol Director.  
Moslowski Treasurer . Xuereb Director. Palmieri Secretary August 10, 2023 Re: Project 17411 | CR  
545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail) (Bordentown Twp, Burlington County) We  
write to you today regarding the replacement/repair of the bridge and roadway that passes over the NJ Transit rail line and is part  
of the Farnsworth Avenue roadway in Bordentown City. Farnsworth Avenue is the main thoroughfare of Bordentown City and the  
primary artery of its business district. Closure of this section of Farnsworth Avenue would have an immediate and catastrophic  
impact on the business district and hence the economy of the City. To exacerbate the potential problem, with our business  
district still struggling to recover economically from the pandemic, our local business district simply cannot suffer the closure—for  
any length of time—of this main business artery. Undoubtedly a number of our businesses would not survive such a closure and  
the economic impact for our city would be dire. While the impact on the City's economy would be disastrous enough, we also  
note certain other serious issues: a) The forced re-routing of county bus lines and large-truck traffic onto small residential streets  
that cannot support such traffic b) The isolation of residents to the north of the railroad bridge who, in order to walk or drive into  
the main business district, would have to detour several blocks. Of particular concern is the impact on those residents who have  
physical handicaps. Furthermore, the isolation of that sector of our city would exacerbate Bordentown's already critical  
problem of insufficient parking for visitors and tourists, whose custom is vital to our local businesses. c) There is considerable  
concern over the impact on navigation and speed of response for police, fire, and other emergency vehicles on route to the  
northern sector of the City d) The historic aspect of our city, particularly the Veteran's Memorial on the corner of Farnsworth and  
Railroad Avenues, would be irreparably harmed. If businesses on Farnsworth Avenue are forced to close, it would create a  
downward spiral of decreasing tax revenues and real estate valuations. It is, therefore, absolutely imperative that the NJDOT  
propose a more suitable and comprehensive solution to the repair or replacement of the structure. Respectfully,  
Board of Directors  
Downtown Bordentown Association

Comment ID: 127

Comment By: Downtown Bordentown Association

Submit Date: 8/11/2023

# Original Comments (Full Content)

Wednesday, October 11, 2023

DOWNTOWN BORDENTOWN ASSOCIATION      www.downtownbordentown.com      V. Schino, Jr.,  
President      Z. Melker      Director      C.J. Mugavero      Vice President      P. Sabol      Director      Moslowski  
Treasurer      G. Xuereb      Director      Palmieri      Secretary      August 10, 2023      Re: Project 17411 | CR 545  
(Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail) (Bordentown Twp, Burlington County) We write to you today regarding the replacement/repair of the bridge and roadway that passes over the NJ Transit rail line and is part of the Farnsworth Avenue roadway in Bordentown City. Farnsworth Avenue is the main thoroughfare of Bordentown City and the primary artery of its business district. Closure of this section of Farnsworth Avenue would have an immediate and catastrophic impact on the business district and hence the economy of the City. To exacerbate the potential problem, with our business district still struggling to recover economically from the pandemic, our local business district simply cannot suffer the closure—for any length of time—of this main business artery. Undoubtedly a number of our businesses would not survive such a closure and the economic impact for our city would be dire. While the impact on the City's economy would be disastrous enough, we also note certain other serious issues: a) The forced re-routing of county bus lines and large-truck traffic onto small residential streets that cannot support such traffic; b) The isolation of residents to the north of the railroad bridge who, in order to walk or drive into the main business district, would have to detour several blocks. Of particular concern is the impact on those residents who have physical handicaps. Furthermore, the isolation of that sector of that sector would exacerbate Bordentown's already critical problem of insufficient parking for visitors and tourists, whose custom is vital to our local businesses. c) There is considerable concern over the impact on navigation and speed of response for police, fire, and other emergency vehicles on route to the northern sector of the City. d) The historic aspect of our city, particularly the Veteran's Memorial on the corner of Farnsworth and Railroad Avenues, would be irreparably harmed. If businesses on Farnsworth Avenue are forced to close, it would create a downward spiral of decreasing tax revenues and real estate valuations. It is, therefore, absolutely imperative that the NJDOT propose a more suitable and comprehensive solution to the repair or replacement of the structure. Respectfully,  
Board of Directors  
Downtown Bordentown Association

AGENCY: General Public

**Comment ID:** 4      **Comment By:** V. Sassaman      **Submit Date:** 8/7/2023

Demolishing and replacing this bridge/tunnel would cause a financial hardship on Bordentown City. Closure of a year to 3 years will end with empty storefronts. Small businesses will give up their leases. I don't think I need to explain the domino effect of an abandoned Main Street in a small town. The historic value is undeniable and should be maintained. Just the thought of dismantling this bridge is upsetting and extremely disappointing. When did it become an orphan bridge? When it was decided to replace the bridge?

**Comment ID:** 116      **Comment By:** S. Wheelock      **Submit Date:** 8/9/2023

Thank you.

Sent from the all new Aol app for iOS

On Monday, August 7, 2023, 4:59 PM, S. Lederman wrote:

To Whom It May Concern:

The Bordentown Historical Society officers and directors have voted to submit the attached Resolution opposing the present plan to replace the Farnsworth Avenue Bridge.

Please confirm receipt of this email.

Thank you.

Dr. S. Lederman,  
B. Goldman, Esq,

**Comment ID:** 170      **Comment By:** W. Brown      **Submit Date:** 8/17/2023

I'm a resident living in Bordentown City, just blocks from the bridge. I worry that the historical nature of the bridge has not been taken into account with the proposed replacement of the bridge. The bridge is the biggest remaining structure of the Camden and Amboy railroad, one of the first steam railroads in the country, which hosted the John Bull steam locomotive that is currently preserved in the Smithsonian in Washington DC. It is also, to my knowledge, the oldest railroad overpass in the country. I

# Original Comments (Full Content)

Wednesday, October 11, 2023

understand that engineers from Bordentown also surveyed the bridge and deemed it to be structurally sufficient with rehabilitation to be the better option. Please consider the historical importance of the bridge before deciding to replace it. Thank you

**Comment ID:** 171

**Comment By:** S. Magee Carr

**Submit Date:** 8/17/2023

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To Whom It May Concern: The Railroad Bridge under Farnsworth Ave in this project is of vital historic value to Bordentown, as well as New Jersey as a whole. It was built in 1831 by the Camden and Amboy RR as part of the FIRST RR in NJ. The RR chose to start construction in Bordentown, because of its strategic position between New York and Philadelphia. It was vital in bringing people, industry and prosperity to town and state. We as a nation are too quick to destroy our history for the sake of "progress". Bordentown was the home of many early public figures such as John and Francis Hopkinson, Thomas Paine and Joseph Bonaparte to name just a few. As a matter of fact, this bridge was built in this location, because Joseph Bonaparte sued to not have the RR run along his property. This bridge is within the recognized Historical district of the city. Replacing this bridge with a pre-fab bridge would not only destroy a part of our history, it would ruin the integrity of the historic district. Replacing this bridge would also compromise the stability of surrounding roads and historic buildings. Also, there is a beautiful granite Veterans Memorial above the bridge that would need to be dismantled, should the bridge be replaced. This memorial recognizes the sacrifice of over 1800 Bordentown citizens who fought in all American wars, some of who died in service. Noone will guarantee that the memorial will be preserved and restored to its current splendor. Another thing to consider, is that this bridge is located in the heart of the Bordentown Business District. It is imperative that there be as little disruption to local merchants as possible. Small businesses on a whole struggle as it is. Many have not fully recovered from being shut down during the COVID crisis. Long construction delays and closures could mean the difference between staying open and closing to many. It would be a travesty for this history to be destroyed. My G-G-Grandfather came to Bordentown from Ireland in 1830 and worked for the C&A Railroad. PLEASE RECONSIDER AND REPAIR THIS BRIDGE, RATHER THAN REPLACE IT.

**Comment ID:** 172

**Comment By:** J. James

**Submit Date:** 8/18/2023

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Rehabilitate not replace !!!

**Comment ID:** 178

**Comment By:** K. J. Carr

**Submit Date:** 8/19/2023

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I am registering my objection to a complete overhaul of the Farnsworth Avenue bridge over the railroad tracks, at the site of the Veteran's Memorial. It appears that engineers have determined the bridge to be safe, or that modest updates could be made to improve the structure. Changing the historic nature of that site, and affecting the entire nature of the Main Street in my charming city, is not warranted. Do not find ways to change things that don't need changing. It's wasteful and destructive.

AGENCY: Independence Engineering

**Comment ID:** 206

**Comment By:** N. Sander

**Submit Date:** 8/17/2023

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Dear DVRPC,

As a City resident, City business owner, and professional civil engineer, I am concerned that NJDOT has been taking a cavalier approach to repairs to the Farnsworth Avenue Bridge. While assessed as "structurally deficient," the bridge is not an imminent danger to the health, safety, or welfare of the public.

Simultaneously, insufficient analysis of the socioeconomic impact of replacing the bridge has been done, with NJDOT's assessment document characterizing it as "minimal." This is false.

I commissioned a third-party structural engineer to inspect and evaluate the existing structure. Not only did he concur that there was no short-term danger, but that removing and replacing the bridge could have the unintended consequence of undermining adjacent properties. Rehabilitation of the existing structure would be the preferred solution. Please find this report attached.

[cid:image001.jpg@01D9D157.1535AF20]  
N. E. Sander, PE, President  
123 Farnsworth Avenue  
Bordentown, NJ 08505  
(609) 496-9369 (O)



# Original Comments (Full Content)

Wednesday, October 11, 2023

(609) 947-9787 (M)  
See Attached.

B. E. Nannis, PE Farnsworth Avenue Stone Arch Bridge Consulting Structural Engineer Bordentown, NJ 3683 Morning Meadow LN • Buford, GA 30519  
t: 678.735.0944 e: brian@nannis.us January 15, 2023

Mr. N. Sander, PE  
Independence Engineering, LLC  
102 Farnsworth Ave  
Bordentown, NJ 08505  
Dear Neil,

On Wednesday, November 2, 2022, general observations were made of the existing Farnsworth Avenue stone arch bridge. The keystone indicates the bridge was constructed circa 1831.

## SCOPE

This report is based on observations made of the bridge strictly from a structural viewpoint. Findings and recommendations are to offer insight when determining replacement versus rehabilitation of the bridge. Neither destructive nor non destructive testing was performed at the time of the visit.

## BACKGROUND

Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Stormwater would pass through and around the stone.

Bordentown Stone Arch Bridge (11/2022)

Roman Stone Arch in Caesarea Israel (Constructed circa 1st century)

Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/ filled voids. This prevented stormwater from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure.

Page 1 of 6  
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January 15, 2023

Aside from the enormous historical implications and any bias toward the preservation of early Americana, serious consideration should be taken regarding rehabilitation vs. replacement of the bridge.

## REPAIR OVER REPLACE

The proximity of the adjacent existing three-story building (130 Farnsworth Ave..) to the bottom of the "trench" clarifies the rehabilitation option as the prudent option over replacement of the bridge. Both gravity and transient lateral loads from the adjacent structure are relieved through their foundations, finding equilibrium in the stable undisturbed soil below. The loads delivered are resisted by the soil in a "bulb" pressure distribution. The pressure is felt a horizontal distance from the initial foundation to soil interaction. The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building's load path.

Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile. Three story building adjacent to bridge. Driving vibrations. Existing three story building adjacent to bridge showing vibration / settlement sensitivity.

Page 2 of 6  
,

January 15, 2023

Dry-laid stone construction. (Bordentown Bridge)

C A

B

Prior repair efforts include:

A – Stone replaced with mortared masonry B – Skim coating of barrel interior surfaces C – Infill / pointing existing stone gaps.

Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by

# Original Comments (Full Content)

Wednesday, October 11, 2023

using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches. A return to the original historic design, in the purest sense, may prove to be cost prohibitive. However, I believe strengthening of the arch bridge while maintaining historic charm is achievable. The structural state of the bridge appears like that of similar arch bridges throughout the country. From above, the existing war memorial, roadway and parapets appear unremarkable, nothing out of the ordinary. Case studies of similar bridges have shown successful rehabilitation. This type of construction requires regular maintenance. The nearly two century old bridge has certainly fallen in need of rehabilitation.

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January 15, 2023

## REPAIR RECOMMENDATIONS

Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Stormwater runoff must be channeled away from the roadway above and the structure below.

1.- Lack of drainage at the inside base of the barrel. The image below shows an existing drainage pipe at the entry. Stormwater should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure.

The two lower right image shows a section of the base that has been displaced. Restore drainage system that will channel water away from the arching force resistant elements at the base.

Recommended repair includes:

- Removal of vegetation and deleterious material.
- Provide concrete apron slab keyed into and poured monolithically with the new foundation base.
- Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids.

Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex. 1,3,5,7 followed by 2,4,6,8) does not undermine the structure.

Page 4 of 6

January 15, 2023

2.- Missing stones and voids shall be replaced with the same or similar local stones. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids and repoint.

Existing gunite or skim coatings shall be carefully hand chiseled removed and replaced with stone and grouted voids. Removal and replacement should be performed and completed in smaller areas before removing an adjacent section.

3.- Separation or cracking between the spandrel wall and the arch barrel is shown in the lower right image. The separation can be stabilized by drilling and grouting anchors transverse to the direction of the crack. Similar cracking that occurs between the spandrel walls should be pressure grout injected with ports.

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January 15, 2023

The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including:

- thickness of the barrel using ground / surface penetrating radar,
- compression strength of a stone sample,
- geotechnical study of the fill above the arch and at the base,
- Live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition.

Annual routine inspections should be conducted, and areas of repair implemented.

Beyond the above strengthening approach and the resulting cost analysis, the potential of undermining / damaging adjacent existing structures is of primary concern when considering rehabilitation vs. demolish and replacement of the Bordentown Bridge. If you have any questions or would like to discuss, please give me a call.

Sincerely,

# Original Comments (Full Content)

Wednesday, October 11, 2023

B. E. Nannis, P.E., M.ASCE  
Structural Engineer

# Original Comments (Full Content)

Wednesday, October 11, 2023

## MPMS: 14348 Route 45, Bridge over Woodbury Creek

AGENCY: City of Woodbury

Comment ID: 114

Comment By: F. Jr., William H.

Submit Date: 8/1/2023

DVRPC FY 2024 TIP for New Jersey (FY24-FY27)  
NJ Route 45 Bridge over Woodbury Creek, MP 26.21  
DB# 14348 – Str. No. 0810150  
July 31, 2023

### Background

This Route 45 Bridge over Woodbury Creek was built in 1892 and widened in 1958, when all or portions the deck and superstructure were likely replaced. The bridge has a length of 45 feet and a width of 66.5 feet, providing a curb to curb pavement width of 46' and two 10' wide sidewalks. The deck is reinforced concrete on stay-in place (SIP) steel forms, topped by an asphalt surface course. The superstructure consists of a simply supported single span with 13 steel girders (+2 sidewalk beams), five floor beams, and 12 stringers. There are multiple bridge-attached utilities in conduits and pipes in three or more of the girder bays and also overhead utilities on poles along the east sidewalk.

### Structurally Deficient and Functionally Obsolete Bridge Condition

The bridge is classified as Structurally Deficient and Functionally Obsolete. The last available bridge inspection report from September 2020 indicates the following:

∩ "The deck is in poor condition due to large bituminous asphalt patches and several areas of severely rusted SIP forms exhibiting holes where the SIP forms sit on the steel stringer, an indication of deck contamination [and likely indicating rebar corrosion and loss of deck strength]."

∩ "The superstructure is in poor condition due to all steel components exhibiting severe corrosion, delamination and section loss. The curb line, double line stringers exhibits 20% section loss with a few isolated areas of to 90% section loss. Several interior stringers have knife edges at the flange tips exhibiting section loss varying from 30% to 50%, the stringer was bent up when struck with a hammer. Floor beam 2 exhibits a 6-foot diameter corrosion hole in the web. Girder G11 and G13 are severely corroded. G13 is laterally bowed-out and has 50% to 75% section loss with knife edges on the top flange." The girder bearings are inside of the abutments and not visible. Photos in the inspection report clearly depict the horrendous condition of the superstructure steel, including the bridge attached utility conduits and pipes.

∩ The steel supports for the sidewalk on the east side of the bridge are apparently failing, as the sidewalk is tilting towards the Creek sufficiently to warrant barricading and closing the sidewalk to all pedestrian traffic.

∩ "The condition of the substructure has been upgraded from poor to fair condition due to both the north and south abutment breastwalls, backwalls and wingwalls being repointed with gunite and all missing stones replaced with new stones."

∩ The abutment, wingwall and retaining wall footings are buried and not visible for inspection. However, the earthen areas behind these structural walls show unstable differential settlement.

Three years have passed since the last available bridge inspection, and the deck and steel superstructure conditions have invariably continued to deteriorate.

DVRPC FY 2024 TIP for New Jersey (FY24-FY27)  
NJ Route 45 Bridge over Woodbury Creek, MP 26.21  
DB# 14348 – Str. No. 0810150  
July 31, 2023

### TIP Funding Priority

The bridge is 130 years old, structurally deficient, and functionally obsolete, and the pedestrian sidewalk has already been restricted due to structural failure. Route 45 is a major state roadway accessing Gloucester County's seat of government that serves 300,000 people through its County facilities in Woodbury immediately south of the bridge. On the north side of the bridge there is the Inspira emergency medical facility that serves nearly 200,000 people. Route 45 is also a primary commuter route to Philadelphia and it provides a major access route to local communities and businesses in the western portion of the County (Westville to Harrison). If this bridge were closed to traffic (or otherwise weight restricted) due to additional structural failure, it would cause major regional access and transportation problems. This project should receive a high priority for funding, both because of the horrendous structural conditions, and the bridge's high level of importance to the City, County and surrounding communities.

### TIP Funding Schedule

The City and the NJDOT have been working to replace the Route 45 Bridge over Woodbury Creek since 2014. Based on these discussions and given the Bridge's horrendous condition, the City fully expected construction phase activity to be underway by 2022. The City expedited the funding needed to replace its failing dam in order to allow NJDOT bridge construction. Although the NJDOT's schedule has apparently slipped, the current

# Original Comments (Full Content)

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DVRPC/NJDOT Milestone schedule indicates the project will be ready for advertisement mid-2024. The draft TIP, however, shows Construction funding of \$12.8 million available in 2028. The City believes this delay is not appropriate, given the condition of the bridge and its importance to the region. The design is expected to be complete May 2024 and we request TIP funding for construction scheduled to coincide with the design completion milestone dates. Lets get this done and avoid a major catastrophe.

J. Leech  
B. Fleming

## **MPMS: T143 ADA--Platforms/Stations**

AGENCY:General Public

Comment ID: 1

Comment By: Anonymous

Submit Date: 7/20/2023

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I support more accessibility at NJ TRANSIT stations

## **MPMS: 15353 Route 38 and Lenola Road (CR 608)**

AGENCY:General Public

Comment ID: 176

Comment By: L. Howard

Submit Date: 8/18/2023

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Route 38 & Lenola Road Project (DB# 15353) - This is something that is needed in the area. There will be an increase of traffic with the Cooper facility and new apartments. Please ensure that the project addresses future growth in the area, not a project based on current traffic.

## **MPMS: 12307 Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements**

AGENCY:General Public

Comment ID: 174

Comment By: L. Howard

Submit Date: 8/18/2023

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The traffic during rush hour is awful. I am in support of this project to improve congestion on Route 38.

## **MPMS: 21311 Route 295 and Route 38 Interchange Operational Improvements**

AGENCY:General Public

Comment ID: 175

Comment By: L. Howard

Submit Date: 8/18/2023

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It is very congested in this area. Would also like to indicate that there are issues on Marter Avenue as well. People cross over 38, going towards 295 and instead of making a right, in the right-hand turning lane, they go straight. Not sure if both lanes need to go straight.

# Original Comments (Full Content)

Wednesday, October 11, 2023

## MPMS: 18313 Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)

AGENCY: Bellmawr Redevelopment Agency

Comment ID: 204

Comment By: D. Thwaites

Submit Date: 8/18/2023

Good Afternoon,

Please see the attached. Thank you.

Stay Safe and Healthy!

D. Thwaites, Office Manager  
McKenna Law, P.C.  
648 Longwood Avenue  
Cherry Hill, NJ 08002

VIA: EMAIL [tip@dvrpc.org](mailto:tip@dvrpc.org)  
The Delaware Valley Regional Planning Commission  
Re: Public Comment - Route 42 Southbound, Leaf Avenue Extension to Creek Road (CR 753)  
Dear Commissioners:

I represent the Bellmawr Redevelopment Agency, an agency that, with other public and private stakeholders has put in enormous time in an important redevelopment plan for a 126 acre tract adjacent to the Connector Road in question. We were all significantly disappointed to hear that the 2024 draft STIP is now listed as being completed in 2030, wherein the prior 2022 STIP document approved by the DVRPC, the completion date was 2027.

The public benefits of the redevelopment project in question are many and substantial.

Initially, it should be noted that the NJ DOT first proposed the connector road as a traffic mitigation project with promises to be completed by 2021. The need for this mitigation is well chronicled over many years and has been repeatedly revisited at state, regional, county and local levels. The urgency of the traffic issues sought to be minimized are uniquely impactful of the Borough of Bellmawr and exacerbated by the significant state highway projects traversing the Borough of Bellmawr with little benefit to the Borough itself due to the lack of local access ramps.

The potential economic benefits of this highway project were a catalyst for a brownfields redevelopment project, and after completion of environmental remediation at three landfills along Creek Road and the Big Timber Creek, a new 38-acre waterfront project will, with the advance of the connector road, be erected along the Big Timber Creek as part of the redevelopment. Moreover, Bellmawr's redeveloper presently has plans pending before various approving authorities for very significant commercial development with the anticipated economic benefits in the form of jobs and tax revenues for both Bellmawr and Deptford.

The access to this new waterfront park as well as the redevelopment that is an engine for local economies is impossible without the Creek Road connector.

To demonstrate the importance of this project to local interests, and to mitigate the delays that DOT alerted Bellmawr to in 2022, Bellmawr and its redeveloper have secured voluntary acquisitions of all the required right of way without the need to resort to condemnation. Camden County has put its shoulder to the wheel, as has the Bellmawr Redevelopment Agency, which I represent.

In short, there are substantial traffic safety and economic issues that are implicated here, and any delay beyond 2027 will deleteriously affect the potential for these benefits to bear fruit. Anything that the DVRC can do to advance the restoration of the 2027 project completion date would be a significant public benefit and deeply appreciated by all.

Respectfully submitted,

/s/ M. J. McKenna

M. J. McKenna

AGENCY: Borough of Bellmawr

Comment ID: 205

Comment By: H. Long

Submit Date: 8/18/2023

Please accept these comments on behalf of  
C. J. Sauter, III, Mayor

# Original Comments (Full Content)

Wednesday, October 11, 2023

Borough of Bellmawr, 21 East Browning Road, Bellmawr, NJ 08031  
and Borough Council  
(Transmitted with permission by: H. C. Long, Jr., Municipal Solicitor)

Friday, August 18, 2023

See Attached.

Dear Sir/Madam:

The Route 42 SB, Leaf Avenue extension to Creek Road, more commonly known in Bellmawr Borough as the "Creek Road Connector", is a project that is essential to the public health, safety and welfare of the residents of Bellmawr. Presently, large volumes of interstate traffic from the New Jersey Turnpike, bound for Philadelphia or Atlantic City, are forced onto local residential streets in Bellmawr. This is particularly true of Creek Road (CR 753), a residential street. The problems caused are too exhaustive to list here but include: constant and daily traffic delays, unsafe driving conditions and intolerable air pollution caused by hundreds of idling vehicles.

When first proposed by the NJDOT in 2017, our residents received a promise that the building of the Creek Road Connector, as a traffic mitigation project, would be completed no later than 2021. The Creek Road Connector was designed to improve safety and traffic flow to and from Route 42, reduce idling and queuing along Creek Road, and improve travel times from the Turnpike to Philadelphia and Atlantic City.

The Connector Road relocates the Creek Road intersection over 1,000 feet further west on Creek Road from its current location at Harding Avenue and provides signalized and dedicated turn lanes. These improvements will ultimately serve Bellmawr Borough well, dramatically improving current backup onto the Creek Road Bridge over Route 42. Moreover, the Connector Road will ease traffic delays and improve safety by providing two lanes in each direction to and from Route 42, while relieving the narrow local Bellmawr Streets (Harding, Coolidge and Stanley Avenues) of this traffic. The current situation is a living nightmare from which our residents suffer daily. .

The NJDOT has spent billions of federal and state dollars building (and rebuilding) highways through Bellmawr over the past few years including both the Direct Connect and Missing Moves Projects. Bellmawr has been forced to endure the secret overnight demolition of historic buildings, road collapses and worse. The other prior completed project serve no particular use to Bellmawr or its residents as a result of the lack of local access ramps. The NJDOT has requested and received millions of dollars in benefits from Bellmawr in support of these other NJDOT projects, including the land needed for these projects, as well as a multi-million-dollar drainage culvert along Route 42. We have been a cooperative collaborator in these projects but our voiced concerns are frequently ignored.

Despite the significant burden imposed upon Bellmawr citizens by these various NJDOT projects, and Bellmawr's own investment in infrastructure needed by NJDOT, the NJDOT has inexplicably determined to delay constructing the one simple, relatively inexpensive project planned in this area that would greatly benefit the citizens of Bellmawr - the Creek Road Connector. The proposed extension is simply not acceptable to the residents of Bellmawr.

Bellmawr fully expected, when advised that the project would be completed by 2021, the project would receive the necessary priority and resources to meet that deadline. Furthermore, in the 2020 DVRPC TIP, the Creek Road Connector's projected completion date was pushed back to 2024. In the 2022 TIP, the completion date was pushed back to 2027; in the current draft 2024 TIP, the completion date was pushed back to 2030. We have had enough delays. Why should Bellmawr continue to suffer the burdens of this project year and year after year? Both residents and businesses have endured enough and our quality of life has been significantly diminished.

Based upon NJDOT's representations regarding the Creek Road Connector, Bellmawr has moved forward with its own plans along Creek Road. Bellmawr, working closely with NJDEP, has now successfully completed environmental remediation of three landfills along Creek Road and the Big Timber Creek. Bellmawr has also partnered with a local Redeveloper and is now planning to commence construction of a new 38-acre waterfront park along the Big Timber Creek. In 2024, Bellmawr's Redeveloper plans to commence construction of a significant commercial development, located in both Bellmawr and Deptford, that will generate many construction jobs, permanent site related employment and much needed tax revenue for Bellmawr. However, Bellmawr cannot provide safe and effective access to the new Waterfront Park for pedestrians, bicyclists and motorists, without the Creek Road Connector.

In 2022, NJDOT informally alerted Bellmawr that it was experiencing some difficulty in securing the ROW for the Creek Road Connector. In response, Bellmawr and its Redeveloper have now secured the voluntary acquisition of all of the required ROW, without the need to resort to condemnation. Camden County and the Bellmawr Redevelopment Agency have offered to assist NJDOT with the Creek Road Connector Project, including localizing construction if necessary. The Creek Road Connector was planned to become a Camden County Road upon completion.

# Original Comments (Full Content)

Wednesday, October 11, 2023

In conclusion, we must respectfully insist that the DVRPC, as a planning body, advocate for completion of construction of the Creek Road Connector by no later than 2025. We must likewise insist that the NJDOT accelerate its own construction plans or otherwise localize the project, provided funding and allow Camden County to build the Creek Road Connector. Such actions would represent sound planning, an efficient and appropriate use of public resources and a significant improvement in the quality of life for the citizens of Bellmawr.

I trust you will do the right thing and finally provide Bellmawr residents and business much-needed relief.

Sincerely,

C. J. Sauter, III

\_\_\_\_\_  
C. J. Sauter, III, Mayor  
Borough of Bellmawr

Submitted with permission by:

H. C. Long, Jr., Esquire  
Wade, Long, Wood & Long, L.L.C.  
1250 Chews Landing Road, Suite 1  
Laurel Springs, New Jersey 08021

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## MPMS:

AGENCY: General Public

Comment ID: 162

Comment By: J. Johnson

Submit Date: 8/15/2023

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Hello

I have a few comments about the TIP in New Jersey. I have looked into the projects that are currently being done and projects that are listed as new and I am surprised that there hasn't been any public meetings or open houses discussed about the highway projects or how it would affect drivers commutes. I was thinking maybe there could be more information given to the public about these projects if they haven't already. I don't know much about New Jersey seeing that I live in Philadelphia but if there has been discussions already that is great. Thank you

J. Johnson

Sent from my iPhone





# COMMENT SUBMISSIONS BY LETTER OR WITH SUPPORTING DOCUMENTS



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DVRPC FY 2024 TIP for New Jersey (FY24-FY27)  
NJ Route 45 Bridge over Woodbury Creek, MP 26.21  
DB# 14348 – Str. No. 0810150  
July 31, 2023

## **Background**

This Route 45 Bridge over Woodbury Creek was built in 1892 and widened in 1958, when all or portions the deck and superstructure were likely replaced. The bridge has a length of 45 feet and a width of 66.5 feet, providing a curb to curb pavement width of 46' and two 10' wide sidewalks. The deck is reinforced concrete on stay-in place (SIP) steel forms, topped by an asphalt surface course. The superstructure consists of a simply supported single span with 13 steel girders (+2 sidewalk beams), five floor beams, and 12 stringers. There are multiple bridge-attached utilities in conduits and pipes in three or more of the girder bays and also overhead utilities on poles along the east sidewalk.

## **Structurally Deficient and Functionally Obsolete Bridge Condition**

The bridge is classified as Structurally Deficient and Functionally Obsolete. The last available bridge inspection report from September 2020 indicates the following:

- “The deck is in poor condition due to large bituminous asphalt patches and several areas of severely rusted SIP forms exhibiting holes where the SIP forms sit on the steel stringer, an indication of deck contamination [and likely indicating rebar corrosion and loss of deck strength].”
- “The superstructure is in poor condition due to all steel components exhibiting severe corrosion, delamination and section loss. The curb line, double line stringers exhibits 20% section loss with a few isolated areas of to 90% section loss. Several interior stringers have knife edges at the flange tips exhibiting section loss varying from 30% to 50%, the stringer was bent up when struck with a hammer. Floor beam 2 exhibits a 6-foot diameter corrosion hole in the web. Girder G11 and G13 are severely corroded. G13 is laterally bowed-out and has 50% to 75% section loss with knife edges on the top flange.” The girder bearings are inside of the abutments and not visible. Photos in the inspection report clearly depict the horrendous condition of the superstructure steel, including the bridge attached utility conduits and pipes.
- The steel supports for the sidewalk on the east side of the bridge are apparently failing, as the sidewalk is tilting towards the Creek sufficiently to warrant barricading and closing the sidewalk to all pedestrian traffic.
- “The condition of the substructure has been upgraded from poor to fair condition due to both the north and south abutment breastwalls, backwalls and wingwalls being repointed with gunite and all missing stones replaced with new stones.”
- The abutment, wingwall and retaining wall footings are buried and not visible for inspection. However, the earthen areas behind these structural walls show unstable differential settlement.

Three years have passed since the last available bridge inspection, and the deck and steel superstructure conditions have invariably continued to deteriorate.

DVRPC FY 2024 TIP for New Jersey (FY24-FY27)  
NJ Route 45 Bridge over Woodbury Creek, MP 26.21  
DB# 14348 – Str. No. 0810150  
July 31, 2023

**TIP Funding Priority**

The bridge is 130 years old, structurally deficient, and functionally obsolete, and the pedestrian sidewalk has already been restricted due to structural failure. Route 45 is a major state roadway accessing Gloucester County's seat of government that serves 300,000 people through its County facilities in Woodbury immediately south of the bridge. On the north side of the bridge there is the Inspira emergency medical facility that serves nearly 200,000 people. Route 45 is also a primary commuter route to Philadelphia and it provides a major access route to local communities and businesses in the western portion of the County (Westville to Harrison). If this bridge were closed to traffic (or otherwise weight restricted) due to additional structural failure, it would cause major regional access and transportation problems. This project should receive a high priority for funding, both because of the horrendous structural conditions, and the bridge's high level of importance to the City, County and surrounding communities.

**TIP Funding Schedule**

The City and the NJDOT have been working to replace the Route 45 Bridge over Woodbury Creek since 2014. Based on these discussions and given the Bridge's horrendous condition, the City fully expected construction phase activity to be underway by 2022. The City expedited the funding needed to replace its failing dam in order to allow NJDOT bridge construction. Although the NJDOT's schedule has apparently slipped, the current DVRPC/NJDOT Milestone schedule indicates the project will be ready for advertisement mid-2024.

The draft TIP, however, shows Construction funding of \$12.8 million available in 2028. The City believes this delay is not appropriate, given the condition of the bridge and its importance to the region. The design is expected to be complete May 2024 and we request TIP funding for construction scheduled to coincide with the design completion milestone dates. Lets get this done and avoid a major catastrophe.

John Leech, Administrator  
[jleech@woodbury.nj.us](mailto:jleech@woodbury.nj.us)  
856-845-1300x132

Bill Fleming, PE, PP, Council President  
[bfleming@woodbury.nj.us](mailto:bfleming@woodbury.nj.us)  
856-229-3005

City of Woodbury, NJ  
33 Delaware Street  
Woodbury, NJ 08096



**RESOLUTION OF THE BORDENTOWN HISTORICAL SOCIETY  
IN SUPPORT OF THE REHABILITATION OF THE  
FARNSWORTH AVENUE STONE ARCH BRIDGE AND TUNNEL  
CONSTRUCTED IN 1831**

**WHEREAS**, there exists in the City of Bordentown, County of Burlington, State of New Jersey, an historically significant stone arch carriage bridge and tunnel carrying Farnsworth Avenue also known as County Road 545 over the railroad now owned by Consolidated Rail Corporation (Conrail) that was constructed in 1831 as part of the Camden & Amboy Railroad; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) has identified the Farnsworth Avenue (CR 545) Bridge and Tunnel over Conrail as being “structurally deficient” because it has missing stones and water leakage, as well as cracked and bulging walls in certain places; and

**WHEREAS**, NJDOT has also deemed the historically significant stone arch bridge and tunnel “functionally obsolete” because the tunnel through which Conrail trains pass allegedly has inadequate vertical clearance; and

**WHEREAS**, NJDOT has proposed to demolish the historically significant stone arch bridge and tunnel and replace it with a prefabricated modern bridge as well as sidewalks and curbing for one hundred (100) feet to the north and south of the existing stone arch bridge; and

**WHEREAS**, Bordentown City residents and historians have rallied around the cause to preserve the historic stone arch bridge and tunnel, and hired a professional engineer to assess its structural integrity, maintaining that the bridge and tunnel should be rehabilitated, rather than demolished and replaced; and

**WHEREAS**, New Jersey State Historic Preservation Office (SHPO) has recognized that the Farnsworth Avenue bridge is the oldest carriage bridge still in use in America, and the first carriage bridge and tunnel constructed over railroad tracks made of Steven’s style, rolled iron, flat bottom inverted T-rails, and is the largest man-made structure built by the former Camden and Amboy Railroad; and

**WHEREAS**, Camden & Amboy Railroad is New Jersey's first permanent railroad and one of the first commercial railroads constructed in the United States; and

**WHEREAS**, historically significant trains and engines traveled under the Farnsworth Avenue stone arch bridge and through the tunnel including, most notably the John Bull locomotive, the world's oldest operable steam locomotive, which is now in the Smithsonian Institute in Washington, D.C.; and

**WHEREAS**, under NJDOT's proposal, a memorial to veterans located on Farnsworth Avenue would also be removed, stored and replaced with a new structure, according to members of the Bordentown City Veterans Memorial Committee; and

**WHEREAS**, the residents and historians who want to preserve the historic bridge have criticized the pre-fab aesthetic of the replacement bridge which is inappropriate to the 1831 construction era of the original bridge, in comparison to the building facades on Farnsworth Avenue; and

**WHEREAS**, the reason the railroad tracks pass under the bridge can be traced to an 1830 settlement of a lawsuit between Joseph Bonaparte and the Camden & Amboy Railroad when Robert Stevens, who was then president of the Railroad, planned to route the Railroad line over Blacks Creek, curving along the shoreline of Crosswicks Creek, up Thornton Creek valley on the west side of the Bonaparte Estate Pond to which Bonaparte objected, and then to former farmland located in an upland area south of Park Street; and

**WHEREAS**, historians noted that it would have been easier to excavate a notch on the hill slopes that flank Crosswicks Creek and Thornton Creek rather than digging the long, deep cut through the City of Bordentown thus separating the north and south sections of Farnsworth Avenue; and

**WHEREAS**, Joseph Bonaparte, a lawyer and ex King of Naples and Spain, sued the Camden & Amboy Railroad over its use of eminent domain to lay the railroad tracks as Stevens envisioned, on the grounds that the Camden & Amboy Railroad was a private entity and the tracks were being laid for private profit purposes, not public use, so the Railroad settled with Bonaparte to avoid a potential loss and instead dug a long, deep cut through the center of Bordentown City, and built the Farnsworth Avenue stone arch bridge and tunnel as well as the wood deck Second Street Bridge and wood deck Prince Street Bridge, and Bonaparte for his part allowed the Railroad to cross his property west of Thornton Creek and the farmland south of Park Street; and

**WHEREAS**, the 200<sup>th</sup> anniversary of the first operation of the Camden and Amboy Railroad in New Jersey is in 2031, and the entirety of the Camden & Amboy Railroad corridor is a historical site, and rail fans hope to make the Railroad part of a rail trail or steam ride as exists in other parts of the tri-state region; and

**WHEREAS**, two original keystones dated 1831 are still in place at the top of the stone arch; and

**WHEREAS**, the significance of the stone arch bridge associated with New Jersey's first railroad and the relevant early Americana context in which it came to be, will be lost if NJDOT's plan to demolish the bridge and install the pre-fab modern replacement bridge is not stopped; and

**WHEREAS**, from a structural and engineering perspective, rehabilitation of the stone arch bridge is technically feasible, according to observation and a report issued by Brian E. Nannis, P.E., M.ASCE, a structural engineer licensed in New Jersey, who examined the stone arch bridge on November 2, 2022, and found that

- Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self-draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Storm water would pass through and around the stone. Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/filled voids. This prevented storm water from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure.
- Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches.
- According to Mr. Nannis, this type of construction requires regular maintenance, stating, "The nearly two century old bridge has certainly fallen in need of rehabilitation. Prior repair efforts include: A – Stone replaced with mortared masonry; B – Skim coating of barrel interior surfaces; C – Infill / pointing existing stone gaps[]: and
- Mr. Nannis made repair recommendations including but not limited to: "Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Storm water runoff must be channeled away from the roadway above and the structure below[]" and "[s]torm water should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure[]"; and "[r]emoval of vegetation and deleterious material. Provide concrete apron slab keyed into and poured monolithically with the new foundation base. Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids. Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex. 1,3,5,7 followed by 2,4,6,8) does not undermine the structure[]"; and
- Mr. Nanis also observed that "The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including: thickness of the barrel using ground / surface penetrating radar, compression strength of a

stone sample, geotechnical study of the fill above the arch and at the base, live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition[]"; and

- Mr. Nannis pointed out the obvious risks associated with taking down the existing stone arch structure: "The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building's load path. Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile driving vibrations.[]";

**NOW THEREFORE BE IT RESOLVED** this 7<sup>th</sup> Day of August, 2023, by the Bordentown Historical Society, that it opposes the demolition and replacement of the 1831 Farnsworth Avenue Bridge because *inter alia* the rehabilitation of the 1831 stone arch bridge and tunnel, which is an integral part of Bordentown's and New Jersey's history, was not explored or not adequately explored by NJDOT in assessing alternatives to demolition and replacement of it, and because of the bridge's unique place in our history, and because of the risks of demolition to supported structures, the Bordentown Historical Society commits itself to stopping the process by which the demolition and replacement may occur, and resolves to make all efforts in administrative, legislative, legal and judicial forums to preserve and maintain the Farnsworth Avenue Bridge and Tunnel, and to stop the demolition of the existing structure.

Steven Lederman

DATE August 7, 2023

Dr. Steven M Lederman, Co-President,

Bordentown Historical Society

smlederman@mac.com

Bonnie Goldman

DATE August 7, 2023

Bonnie Goldman, Esq, Co-President

Bordentown Historical Society

bgoldman1@comcast.net



# McKENNA LAW

A PROFESSIONAL CORPORATION

MICHAEL J. McKENNA\* • MICHAEL C. McKENNA\*

\*NJ AND PA LICENSED ATTORNEY

August 18, 2023

**VIA: EMAIL [tip@dvrpc.org](mailto:tip@dvrpc.org)**

The Delaware Valley Regional Planning Commission

Re: Public Comment - Route 42 Southbound, Leaf Avenue Extension to Creek Road  
(CR 753)

Dear Commissioners:

I represent the Bellmawr Redevelopment Agency, an agency that, with other public and private stakeholders has put in enormous time in an important redevelopment plan for a 126 acre tract adjacent to the Connector Road in question. We were all significantly disappointed to hear that the 2024 draft STIP is now listed as being completed in 2030, wherein the prior 2022 STIP document approved by the DVRPC, the completion date was 2027.

The public benefits of the redevelopment project in question are many and substantial.

Initially, it should be noted that the NJ DOT first proposed the connector road as a traffic mitigation project with promises to be completed by 2021. The need for this mitigation is well chronicled over many years and has been repeatedly revisited at state, regional, county and local levels. The urgency of the traffic issues sought to be minimized are uniquely impactful of the Borough of Bellmawr and exacerbated by the significant state highway projects traversing the Borough of Bellmawr with little benefit to the Borough itself due to the lack of local access ramps.

The potential economic benefits of this highway project were a catalyst for a brownfields redevelopment project, and after completion of environmental remediation at three landfills along Creek Road and the Big Timber Creek, a new 38-acre waterfront project will, with the advance of the connector road, be erected along the Big Timber Creek as part of the redevelopment. Moreover, Bellmawr's redeveloper presently has plans pending before various approving authorities for very significant commercial development with the anticipated economic benefits in the form of jobs and tax revenues for both Bellmawr and Deptford.

The access to this new waterfront park as well as the redevelopment that is an engine for local economies is impossible without the Creek Road connector.

To demonstrate the importance of this project to local interests, and to mitigate the delays that DOT alerted Bellmawr to in 2022, Bellmawr and its redeveloper have secured voluntary acquisitions of all the required right of way without the need to resort to condemnation. Camden County has put its shoulder to the wheel, as has the Bellmawr Redevelopment Agency, which I represent.

In short, there are substantial traffic safety and economic issues that are implicated here, and any delay beyond 2027 will deleteriously affect the potential for these benefits to bear fruit. Anything that the DVRC can do to advance the restoration of the 2027 project completion date would be a significant public benefit and deeply appreciated by all.

Respectfully submitted,

*/s/ Michael J. McKenna*  
Michael J. McKenna

MJM/dmt

Mr. Neil Sander, PE  
Independence Engineering, LLC  
102 Farnsworth Ave  
Bordentown, NJ 08505

Dear Neil,

On Wednesday, November 2, 2022, general observations were made of the existing Farnsworth Avenue stone arch bridge. The keystone indicates the bridge was constructed circa 1831.

### SCOPE

This report is based on observations made of the bridge strictly from a structural viewpoint. Findings and recommendations are to offer insight when determining replacement versus rehabilitation of the bridge. Neither destructive nor non-destructive testing was performed at the time of the visit.

### BACKGROUND

Stone arch construction dates to first century Roman empire. Examples of this efficient method of load distribution are found throughout the world. Bordentown's stone arch bridge was constructed using dry-laid stone (rubble) as opposed to mortared masonry. Dry-laid stone is conveniently self-draining. Storm water passes through the voids between stone, rather than loading the structure. The early days of the bridge supported pedestrians and horse-drawn carriage traffic. Stormwater would pass through and around the stone.

Over time, however, stones below were replaced with mortared masonry, skim coated surfaces and pointed/filled voids. This prevented stormwater from freely passing through. The additional load was directed around the arch through an efficient drainable fill and/or by the load transferring strength of the structure.



Bordentown Stone Arch Bridge (11/2022)



Roman Stone Arch in Caesarea Israel  
(Constructed circa 1<sup>st</sup> century)

Aside from the enormous historical implications and any bias toward the preservation of early Americana, serious consideration should be taken regarding rehabilitation vs. replacement of the bridge.

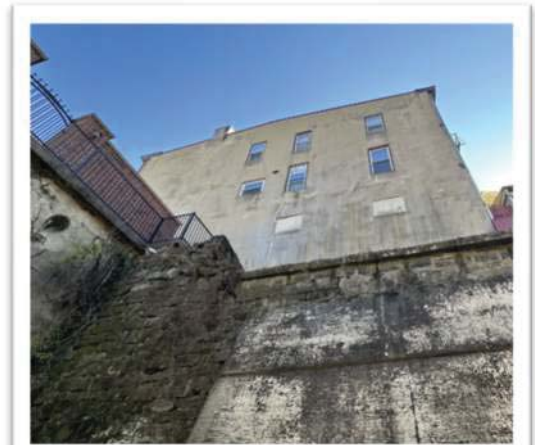
### REPAIR OVER REPLACE

The proximity of the adjacent existing three-story building (130 Farnsworth Ave.,) to the bottom of the “trench” clarifies the rehabilitation option as the prudent option over replacement of the bridge.

Both gravity and transient lateral loads from the adjacent structure are relieved through their foundations, finding equilibrium in the stable undisturbed soil below. The loads delivered are resisted by the soil in a “bulb” pressure distribution. The pressure is felt a horizontal distance from the initial foundation to soil interaction.

The undisturbed stone arch bridge is acting as a horizontal support or pass through for these pressures. The horizontal relationship of the building to the base of the arch is so that the demolition of the existing bridge would disrupt the existing building’s load path.

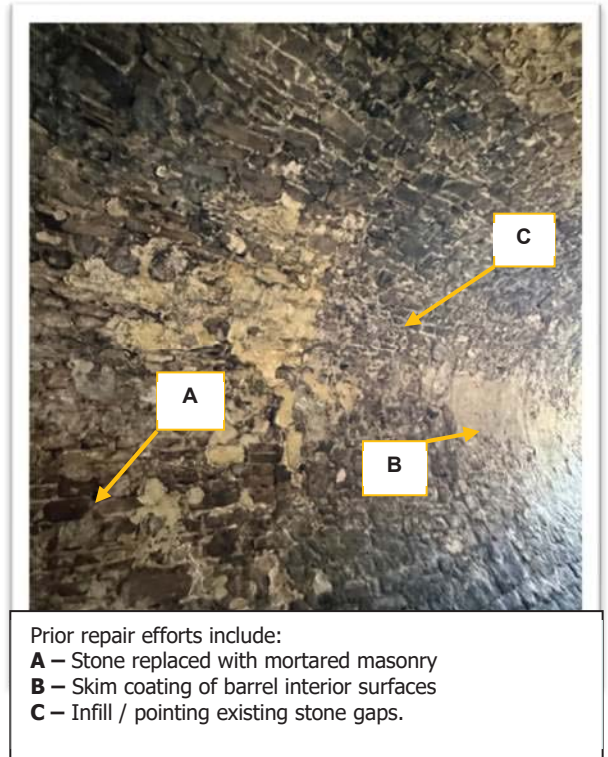
Demolition of the bridge would potentially undermine the existing building resulting in collapse or settlements rendering the structure uninhabitable. Costly temporary shoring measures, such as underpinning or driven soldier piles walls are not viable due to the close horizontal distance between structures and the depth of the trench. Soldier piling with wood lagging, if possible, would likely result in damages to the existing building due to the closeness of the existing structure in combination with the pile driving vibrations.



Three story building adjacent to bridge.



Existing three story building adjacent to bridge showing vibration / settlement sensitivity.



Dry laid stone constructed bridges are amazingly strong, as they rely on compression strength and friction. The self-draining feature of this construction type allows storm water to pass through. Proper maintenance includes replacing missing or loose stones with custom hand chiseled local stone. Some of the repairs followed this method. However, repairs were also made by using multi-wythe wet mortared masonry, or skim coating entire sections with cementitious material, and infilling / pointing the existing spaces between the stones. As a result, over time, the bridge has become a blend of the two approaches.

A return to the original historic design, in the purest sense, may prove to be cost prohibitive. However, I believe strengthening of the arch bridge while maintaining historic charm is achievable.

The structural state of the bridge appears like that of similar arch bridges throughout the country. From above, the existing war memorial, roadway and parapets appear unremarkable, nothing out of the ordinary. Case studies of similar bridges have shown successful rehabilitation. This type of construction requires regular maintenance. The nearly two century old bridge has certainly fallen in need of rehabilitation.

**REPAIR RECOMMENDATIONS**

Proper drainage of the roadway and sidewalk above and below the arch along the inside base of the barrel below is essential. Stormwater runoff must be channeled away from the roadway above and the structure below.

1.- Lack of drainage at the inside base of the barrel. The image below shows an existing drainage pipe at the entry. Stormwater should be collected and delivered away from the structure to prevent scour. Scour can displace solids that support the structure or remove parts of the structure.

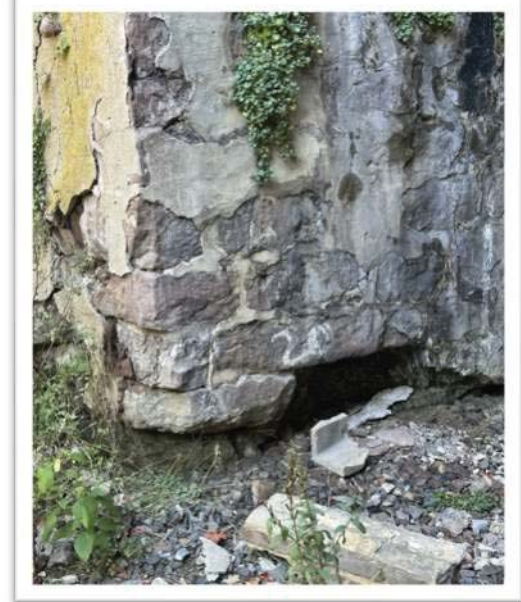


The two lower right image shows a section of the base that has been displaced. Restore drainage system that will channel water away from the arching force resistant elements at the base.

Recommended repair includes:

- Removal of vegetation and deleterious material.
- Provide concrete apron slab keyed into and poured monolithically with the new foundation base.
- Replace missing or loose stones above the apron with original or local stone. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids.

Repairs to the bridge foundation in place should be installed in smaller pours sequenced so that the effects of repairing the foundation installed in hopscotch pattern (ex.1,3,5,7 followed by 2,4,6,8) does not undermine the structure.



2.- Missing stones and voids shall be replaced with the same or similar local stones. Stones should be installed using customized hand chiseled and placed stone. Pressure grout the voids and repoint.

Existing gunite or skim coatings shall be carefully hand chiseled removed and replaced with stone and grouted voids. Removal and replacement should be performed and completed in smaller areas before removing an adjacent section.



3.- Separation or cracking between the spandrel wall and the arch barrel is shown in the lower right image. The separation can be stabilized by drilling and grouting anchors transverse to the direction of the crack. Similar cracking that occurs between the spandrel walls should be pressure grout injected with ports.



The load capacity of the bridge can be determined using finite element or MEXE analysis methods along with data gathered, including:

- thickness of the barrel using ground / surface penetrating radar,
- compression strength of a stone sample,
- geotechnical study of the fill above the arch and at the base,
- Live load testing utilizing strain gauges and vertical displacement sensors under anticipated maximum loading condition.



Annual routine inspections should be conducted, and areas of repair implemented.

Beyond the above strengthening approach and the resulting cost analysis, the potential of undermining / damaging adjacent existing structures is of primary concern when considering rehabilitation vs. demolish and replacement of the Bordentown Bridge

If you have any questions or would like to discuss, please give me a call.

Sincerely,

A handwritten signature in blue ink that reads "Brian E. Nannis". The signature is fluid and cursive.

Brian E. Nannis, P.E., M.ASCE

Structural Engineer





**CITY OF BORDENTOWN**

**RESOLUTION 2023-111**

**RESOLUTION IN SUPPORT OF THE NEW JERSEY DEPARTMENT OF  
TRANSPORTATION'S RESTORATION OF THE  
HISTORIC FARNSWORTH AVENUE BRIDGE**

**WHEREAS**, since 1831, the Farnsworth Avenue Stone Arch Bridge ("Farnsworth Avenue Bridge" or the "Bridge") has been a significant and prominent feature in the historic City of Bordentown (the "City"); and

**WHEREAS**, recognized as one of the oldest masonry arch bridges which span an iron railway in the United States, the Farnsworth Avenue Bridge also had the first steam-powered locomotive to traverse that railway, the John Bull, travel under its arch; and

**WHEREAS**, located in the center of the City's Historic District, the Farnsworth Avenue Bridge has always been an integral part of the City, and region's history and economy; and

**WHEREAS**, over the past few years, the future of the Farnsworth Avenue Bridge has been a topic of discussion and concern, as the New Jersey Department of Transportation ("NJDOT") weighs its options on whether the Bridge should be rehabilitated to save and revitalize the historic structure, or whether it should be demolished and reconstructed; and

**WHEREAS**, based on a Report issued in 2019, the NJDOT and its professional consultants have noted the Bridge is "structurally deficient," but with no imminent or short-term risk to health, safety, and welfare to the City community; and

**WHEREAS**, in response to that 2019 Report, local professionals wrote to the NJDOT in early 2020, seeking clarification, with no response; and

**WHEREAS**, one of those individuals, a professional engineer, noted that the American Society of Civil Engineers ("ASCE") has identified over 6,000 bridges throughout the United States as "structurally deficient," which remain in productive use; and

**WHEREAS**, the 2019 Report also erroneously concluded that replacement of the Farnsworth Avenue Bridge would have "minimal socioeconomic impact[]" on the Historic District of the City; and

**WHEREAS**, this conclusion could not be further from the truth, as demolition of the historic Farnsworth Avenue Bridge would impact the City's thriving Downtown area by severing Farnsworth Avenue, one of the few primary arteries into the business district; and

**WHEREAS**, any such demolition would negate the Bordentown Historical Society's continued efforts to have the Bridge placed on the State and National Registers of Historic Places, and the already-existing Veterans' Memorial, located atop of the Bridge, recently constructed through the tireless efforts of the Bordentown Veterans Memorial Committee, would also be inextricably damaged; and


**WHEREAS**, it is the Commissioners' view that the Bridge should not be replaced, but rather rehabilitated with every effort made to leave minimal impact on the City in general and the Historic Business District in particular; and

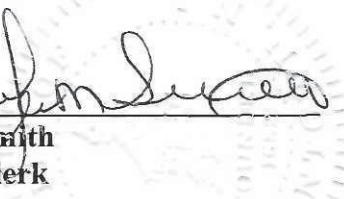
**WHEREAS**, in any case, it is clear that, at the very least, caution and further due diligence and investigation should precede any action regarding the Bridge.

**NOW, THEREFORE, BE IT RESOLVED** this 14<sup>th</sup> day of August 2023 by the Board of Commissioners, that for all the foregoing reasons, the Board of Commissioners hereby wholeheartedly support the preservation of the Farnsworth Avenue Bridge, and the protection of the City, and its Historic District and its businesses, and urge that the NJDOT investigate the Bridge, and the impact on the City, with caution, good faith, and due diligence, with the goal of preserving the Bridge.

\*\*\*\*\*

**I hereby certify that the foregoing Resolution was duly adopted by the Board of Commissioners of the City of Bordentown at a regular meeting conducted on the 14<sup>th</sup> day of August 2023.**

  
**Jennifer M. Smith**  
**Acting City Clerk**





August 17, 2023

Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106-1520

RE: Draft FY2024 TIP for New Jersey (FY24-27) Comments

The Bicycle Coalition of Greater Philadelphia respectfully submits its comments on the Draft 2024 Transportation Improvement Program for New Jersey (FY24-27). In addition to this letter we have also attached a spreadsheet providing a more detailed description of comments.

## General

## Comments

- The Bicycle Coalition opposes “New Roadway Capacity” projects that do not address major bicycle and pedestrian safety issues.
- The Glassboro-Elk Trail is a Circuit Trail that has been removed from the Draft TIP. This project has been on various TIPs since 2016 and should advance in terms of project development. We request more clarity from County regarding its current status and the expected timeline of the project.
- Program Circuit Trails Project onto the TIP with federal funds. We ask the Board to program the following 4 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program:

1 -The Camden County LINK Trail

2 - The Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge

over I-295

3 - The Burlington-Camden Trail (currently known as the Merchantville Trail) from Camden to Maple Shade.

4 - Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

Sarah Clark Stuart sarah@bicyclecoalition.org



- We request that NJDOT and County Project managers retire the term “Bicycle Compatible Shoulders” in project descriptions. This term was created in the 1997 NJ Bicycle Plan. There is a general consensus that roads with a speed limit that is greater than 39 miles per hour are classified as having a high level of traffic stress (LTS4) regardless of the presence of striped road shoulders. We recommend that project managers select bicycle facilities that are recommended in the NJDOT Complete Streets Design Guide.
- Increase bicycle and pedestrian funding Levels. The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the Final NJ TIP should reflect spending roughly at a level of \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. We ask the Board to commit an additional \$69 million to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.
- Finally we oppose the widening of the New Jersey Turnpike and the Atlantic City Expressway. While we fully understand that these expressways are toll supported and not subjected to the constraints of the TIP, the \$3.6 billion dollars allocated is above and beyond the 4% of funds allocated for highway expansion in DVRPC’s Long Range Plan. It is irresponsible for these two State Authorities to fund these transportation projects that are in conflict with the DVRPC Region’s transportation, environmental and climate goals.

#### Comments on TIP Line Items by DB#

- 12305 Route 47 Grove St to Route 130 - This project is a great opportunity to include repurposing the shoulder to create high quality bike lanes on Route 47 where available. At a minimum the bike lanes should be buffered along with bicycle tolerant rumble strips in the buffer.
- 13319 Route 73 Dutch Rd to Route 70 - While we support completing the sidewalk network, we oppose the widening of Route 73. This road should be designed to be safe for pedestrians of all ages and abilities. The crossing distance at Marlton Parkway intersection is a formidable 130 feet, taking an ambulatory elderly pedestrian nearly a minute to cross without a pedestrian refuge island. We also believe that this

Sarah Clark Stuart sarah@bicyclecoalition.org



- project is mislabeled as a safety project and should be categorized as Roadway New Capacity and added to DVRPC's budget for limiting roadway capacity in the Long Range Plan.
- 22336 Route 130 Union Landing Rd to Wharf St - This concept development project should embrace NJ Complete and Green Streets policy. There are no bicycle facilities on Route 130 and therefore we propose a 10 foot wide shared use path on one side and a continuous sidewalk on the other side. It should also include pedestrian refuge islands and high quality bus shelters. A road safety audit conducted in Delran Township in early 2023 (by Cross County Connection TMA) noted gaps in the sidewalks including segments where pedestrians are forced to walk in the road. Finally, Burlington County is also proposing a pedestrian overpass to carry the Rancocas Creek Greenway over Route 130 in the vicinity of Wharf St and a widening of the sidewalk on the bridge over the Rancocas Creek.
  - 20337 Route Route 130, CR 543 (Beverly Rd) to Lagorce Blvd - This concept development project should embrace NJ Complete and Green Streets policy. Two schools and numerous businesses are located along this corridor. Smart signals timed for drivers to adhere to the 25 mile per hour limit between Wood St and Jacksonville Rd. A road diet from 3 lanes to two lanes would allow for the addition of 10 foot wide shared use paths or cycletracks along both directions of Route 130. The project should also incorporate recommendations from the Burlington City Downtown Circulation Plan.
  - 99409 Recreational Trails Program - There has not been a Recreational Trails Program competitive round since 2019. What has happened to the funds for the previous year and when will competitive funding rounds resume?
  - D023 and 99632 - There is a conflict in the descriptions of these two projects. #99362 - "Chestnut Avenue Bridge will be removed/demolished." Meanwhile #2023 states - "...improve mobility for bicyclists and pedestrians. The project will realign US-1 on-ramps and close the Chestnut Avenue Bridge to vehicular traffic." We read #2203 description as converting the Chestnut Avenue bridge to a bike/pedestrian facility.
  - D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) Safety Improvements and Mobility Improvements for Cyclists and Pedestrians - We support these safety improvements.
  - D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road - Extend the shared use path currently ending at Country Club Rd over to the new proposed bridge. This will help to connect the Rancocas Creek Greenway Trail to Burlington County.
  - D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement - We support the roundabout concept, the sidepath that wraps around New Albany, Tom Brown and Riverton Roads should be extended north on Tom Brown and east on Riverton Rd along with MUTCD compliant road crossings.
  - D2305 Carbon Reduction Program - With just 3 million dollars a year being allocated in the NJ subregion, we believe that using Carbon Reduction Funds for Circuit Trails offers a greater return on investment than supplementing larger transit projects or AV pilot programs.. Please allocate a portion of these funds to accelerate the development of the Circuit Trails that help prioritize the state's non-motorized

Sarah Clark Stuart sarah@bicyclecoalition.org



transportation options. Additionally, we request more information on the plan for the funds that must be spent in 2023.

- D2207 Rancocas Creek Greenway, Laurel Run Park - Support. This is the only Circuit Trails project currently on the TIP. We believe that more projects will need to be added to assure that they advance. Also, please acknowledge that the park has been renamed as Rainbow Meadow Park.
- D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave - Support the improvements as described: The corridor lacks crosswalks at many intersections and there may be an opportunity for bike lanes where there is sufficient width.
- D2215 Gateway to Downtown Collingswood - Support. This is an exemplary project for NJ Complete and Green Streets Policy.
- D2216 - Porchtown Rd (CR 613) Bridge over Still Run at Iona Lake - Support but need more information in the description
- 12380 - Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections - We support the addition of the pedestrian bridge. However, there is no indication as to whether a sidewalk will be added to the east side of Route 73.
- D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (Winslow Township, Camden County) - Support.

Thank you for your attention to this matter, we look forward to hearing the responses to our comments.

Sincerely,

A handwritten signature in blue ink that reads "Sarah C. Stuart".

Sarah Clark Stuart

Executive Director

Sarah Clark Stuart sarah@bicyclecoalition.org

# **Cat-A-Pass™ will reduce VOCs, NOx and Ozone in DVRPC region**

## **Improve Environmental Justice and Health Equity in Disadvantaged Communities**

**Compliance and Research Services**

**Plainfield, NJ 07063**

# VOCs, NOx and Ozone in the DVRPC Region

- ▶ **The entire DVRPC region has not attained the required federal ozone levels.**
- ▶ The Ozone Transport Commission (OTC) is a multi-state organization created under the Clean Air Act. They are responsible for advising EPA on transport issues and for developing and implementing regional solutions to the ground-level ozone problem in the Northeast and Mid-Atlantic regions.
- ▶ In Sept. 2022, the OTC Modeling team presented findings that if the ambient NOx could be reduced by about 30%, most of the Mid-Atlantic region would finally achieve the federal ozone targets. Installing Cat-A-Pass™ on commuter vehicles would reduce NOx along the corridor, and help reduce ozone.
- ▶ In June 2023, **the OTC called** for stronger federal measures to **reduce ozone-forming air pollution, namely, VOC and NOx**. They noted that more needs to be done to reduce VOCs and NOx from mobile sources, and they stressed the need for **durable aftermarket catalysts**.



# Why Retrofit for Light- Duty vehicles?

- ▶ In early 2023, the EPA told New Jersey and 22 other states that they need to do more to reduce NOx and ozone pollution that crosses their borders into other states. The NJ Dept. of Environmental Protection has said that 79% of NOx emissions are from vehicles, and we should not expect more NOx reductions from other sources. Light-duty vehicles account for 44% of all NOx from vehicles; long-haul trucks account for 24%.
- ▶ A study published in 2021 by the Harvard School of Public Health found that in 2017, light-duty vehicles, which are almost entirely powered by gasoline, accounted for over 50% of NOx emissions and over 75% of VOC emissions from all mobile sources. The study stated that to reduce the health impacts of transportation, light duty vehicles are an attractive target because they cause the majority of the public health burden.
- ▶ According to the US Dept. of Energy, in 2022, 95% of light-duty cars and trucks are gasoline powered.

# What is Cat-A-Pass™?

- ▶ **Cat-A-Pass™ is a supplemental catalytic converter which reduces emissions of CO, VOC & NOx by 75% in highway driving.**
- ▶ Cat-A-Pass™ is designed for gasoline vehicles; it does not replace original catalytic converters. It is installed behind the original converters and further reduces the engines pollutants. It does not interfere with the original catalyst and does not cause any “Check Engine” lights.
- ▶ Cat-A-Pass™ is effective and durable. It has been aged to simulate 50,000 miles of use. Testing shows it reduces VOC, CO, and NOx by up to 75% when first installed, and it reduces NOx emission by 70% after 70,000 miles of use. **Reducing these pollutants reduces the formation of both ozone and secondary PM2.5, which are small particulate matter. Both ozone and particulates are very harmful to the lungs.**
- ▶ The EPA has reviewed and accepted our performance testing data which shows that for at least 70,000 miles, Cat-A-Pass™ achieves average reductions of 45% each of CO and VOC and 73% of NOx.

# Cat-A-Pass™ Cost Effectiveness

- ▶ We estimate an installed price of \$1500 per catalyst. We have demonstrated 73% NOx removal after 70,000 miles. We estimate 67% NOx removal, and 40% CO and VOC removal, at 100K miles.
- ▶ We target vehicles between 5 and 10 yrs. of age, and use the US DOT average emissions for 2017. That gives **Cat-A-Pass™ an estimated cost of \$7,000/ton of pollutant removed**, and it will still have activity after 100K miles.
- ▶ The EPA currently funds several retro-fit programs for diesel trucks (DERA) and school bus retrofits or replacement with and EV bus.

Program	\$/ton pollutants
Cat-A-Pass at 100K Miles	7,000
EV School Bus replacement at 180K miles	146,000
EV School Bus retrofit at 180K miles	57,000
DERA Truck retrofit at full useful life	18,000

# Modeling Cat-A-Pass™ Pollution Reduction

- Our internal modeling using the EPA's MOVES program for emissions in Essex County, NJ, showed that applying Cat-A-Pass™ to model year 2012 thru 2019 cars reduced the NOx inventory from mobile sources by 30%.
- We are now working with consultants to perform more detailed modeling to estimate the impact of Cat-A-Pass™ on ambient concentrations of VOC, NOx, ozone and PM 2.5.

# Potential programs to implement Cat-A-Pass™ in DVRPC Region

- ▶ The DVRPC region not in compliance with the EPA ozone regulations.
- ▶ Cat-A-Pass™ is easy to implement in Environmental Justice initiatives.
- ▶ DVRPC receives EPA and USDOT funds to implement programs to reduce ozone.
- ▶ Potential implementation programs could include:
  - ▶ implementing in DVRPC's largest cities to rapidly improve air quality and health equity. These programs should qualify for funding from the US DOT CMAQ and RAISE programs, the Transportation Set-Aside program and the NJ and PA SIP funds.
  - ▶ Include in NJ and PA SIP programs to bring non-attainment areas into compliance.
  - ▶ Attract high-mileage drivers with electronic toll discounts.

# Next Steps

**Reach out to Compliance and Research Services  
for more information on Cat-A-Pass™**

**Matt Larkin – 609-240-9348**

**[matt.larkin@complianceandresearch.com](mailto:matt.larkin@complianceandresearch.com)**

**Mark Timko – 908-419-5094**

**[mark@complianceandresearch.com](mailto:mark@complianceandresearch.com)**



PUBLIC COMMENTS RECEIVED  
AFTER THE JULY 17, 2023 (5:00  
PM LOCAL TIME) TO AUGUST 18,  
2023 (5:00 PM LOCAL TIME)  
PUBLIC COMMENT PERIOD



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DVRPC TIP Capital Programs <tip@dvrpc.org>

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## Bordentown

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**J. Ratigan** To: TIP@dvrpc.org

Sun, Aug 20, 2023 at 4:23 PM

Please don't destroy the history of the railroad bridge in Bordentown. My ancestors built the bridges there and I'd love for them to be saved!

J. Ratigan

Sent from my iPhone



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## Draft FY2024 TIP for New Jersey (FY24-27) Comments

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WWBPA To: TIP@dvrpc.org

Fri, Aug 18, 2023 at 5:07 PM

Dear Delaware Valley Regional Planning Commissioners:

The West Windsor Bicycle and Pedestrian Alliance is an all-volunteer nonprofit organization dedicated to making West Windsor and our neighboring communities more bicycle and pedestrian friendly. We appreciate the opportunity to comment on the draft 2024-2027 Transportation Improvement Project (TIP). Please see the attached letter.

Thank you.

A.Clifton

President

West Windsor Bicycle and Pedestrian Alliance  
Follow our progress on [www.wwbpa.org](http://www.wwbpa.org) and like us on Facebook  
West Windsor is New Jersey's first bicycle-friendly community!



**TIP Comments to DVRPC-v3.pdf**

469K



P.O. Box 613  
West Windsor, NJ 08550  
wwbikeped@gmail.com  
www.wwbpa.org

TRUSTEES  
Anne Clifton  
President  
Dave Kimmel  
Vice President  
Henry Murphy  
Treasurer  
Silvia Ascarelli  
Secretary  
Brian Clissold  
Jerry Foster  
Steve Hagen  
Daryl McMillan  
Sandy Shapiro

August 18, 2023

Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520

RE: Draft FY2024 TIP for New Jersey (FY24-27) Comments

Dear Commissioners:

The West Windsor Bicycle and Pedestrian Alliance is an all-volunteer nonprofit organization dedicated to making West Windsor and our neighboring communities more bicycle and pedestrian friendly. We appreciate the opportunity to comment on the draft 2024-2027 Transportation Improvement Project (TIP).

On 15317 in the TIP (Rt. 64 bridge over Amtrak)

Please accommodate bicyclists and pedestrians with protected bike lanes and sidewalks on both sides of the bridge.

On 17419 in the TIP (Rt. 1 widening from Alexander Road to Mapleton Road)

Rather than focus on widening Route 1, we request that DVRPC financially support and include the following as an additional transportation improvement project in the upcoming TIP: a bicycle and pedestrian path along the 2.7-mile Dinky line route between the Princeton Junction and Princeton train stations. Not only will it help many reach the Trolley Line Trail and Mercer County Park in West Windsor, but it will connect to hundreds of miles of other trails. Besides the D&R Canal State Park and towpath, there'll be access to the Circuit Trails network throughout the Greater Philadelphia region, which should approach 500 miles in 2025, and to the 3,000-mile East Coast Greenway that stretches from Maine to Florida. Importantly, it would also create a safe way to cross Route 1 for people who bike and walk, and it would establish a safe, off-road link for people to travel on between West Windsor and Princeton.

WWBPA believes this new east-west pathway will be transformative for West Windsor and surrounding towns. It will create a new and safe way for all residents to access the D&R Canal; establish an alternative connection to the hearts of West Windsor and Princeton for the tens of thousands of residents who live on both sides of Route 1 (including, in particular, the several thousand West Windsor residents who live on the north side of Route 1 along Canal Pointe Boulevard and in the Glen Acres neighborhood); and better link the office buildings along Alexander Road with the Princeton Junction train station. It will also encourage others to patronize West Windsor businesses and use the Township's ever-expanding network of bicycle and pedestrian infrastructure.

Adding a bicycle and pedestrian path along the Dinky line route would tremendously improve the safety of our transportation infrastructure for residents who bike and walk. These are our most vulnerable road users (which also includes low-income workers without access to motorized transit), and our transportation dollars and plans should address their needs as well as the needs of motorists. Please include the Dinky line path project as an additional project with financial support in the upcoming TIP.

Thank you for your consideration.

Respectfully submitted,  
Anne Clifton  
President



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## Increase Funding for Circuit Trails & Bike/Ped Projects for the 2024-2027 NJ TIP

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I. azar

Sun, Aug 20, 2023 at 1:06 PM

Reply-To: I. azar

To: Office of Communications and Engagement <TIP@dvrpc.org>

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

1) I would like to thank the DVRPC Board for programming the Rancocas Creek Greenway, Laurel Run Park (DB# D2207), a Circuit Trails project, into the NJ TIP.

2) I would also like to thank the Board for programming the following projects which include bicycle and pedestrian safety improvements:

DB#'s 15423, 18383, 29337, D2023, D1910, 12346, 12346A, D2216, D2014

3) I urge the DVRPC to use a portion of the new Carbon Reduction Program (DB# D2305) and eligible highway funds to fund prioritized Circuit projects. The Draft TIP is silent on what NJDOT or DVRPC plans to spend Carbon Reduction Program funds on. It should at least reveal what NJDOT is spending Carbon Reduction Program funds in the 2023 TIP Program Year if decisions have been made for this current year.

4) The Connections 2050 Long Range Plan committed to allocating 5% of highway funds for bicycle-pedestrian projects. Based on that Long Range Plan commitment, the NJ TIP should be spending roughly \$131 Million over 4 years, which is 5% of what the Draft TIP states it will be spending on highway projects (Statewide Highway for DVRPC plus DVRPC Region Highway, \$2.636 billion over 4 years). However, the Draft NJTIP commits only \$62.1 million over 4 years for 7 bicycle/pedestrian projects and 4 grant programs, which is 2.36% of the total budget. I ask the Board to commit \$69 million more to match the 2050 Connections Long Range Plan allocation for Circuit Trails projects and other bicycle/pedestrian projects in the TIP so that more Circuit Trails projects can be programmed, helping to reach the goal of completing 500 miles of trails by 2025.

5) I ask the Board to program the following 5 Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development. These projects can be funded with the Carbon Reduction Program and other flexible highway fund programs, such as the Surface Transportation Block Grant program.

- Glassboro-Elk Trail (previously listed as DB #D1203 in the FY22-25 NJTIP)
- Camden County LINK Trail
- Johnson Trolley Line Trail from Trenton to Ewing and Lawrence, including the trail bridge over I-295.
- Merchantville Trail (Burlington-Camden Trail from Camden to Maple Shade)
- Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro

6) I do not support Highway Expansion projects proposed by the New Jersey Turnpike Authority (TPK Mainline Capacity Enhancements Between I/C 1 - 4) and the South Jersey Transportation Authority (ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2.). Between these two agencies, they are proposing to spend over \$3.6 billion dollars on highway expansion that is above and beyond the 4% allocated for highway expansion in the Long Range Plan. Meanwhile the region is experiencing historic heat and flooding impacts of climate change. It is irresponsible to fund these expansion projects.

Thank you,

I. azar



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## Increase Funding for Circuit Trails & Bike/Ped Projects for the 2024-2027 NJ TIP

---

**E. Scheckenbach**

Tue, Aug 22, 2023 at 1:47 PM

Reply-To: E. Scheckenbach To: Office of Communications and Engagement <TIP@dvrpc.org>

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Thank you,

E. Scheckenbach



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## Increase Funding for Circuit Trails & Bike/Ped Projects for the 2024-2027 NJ TIP

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**C. Bagli**

Sat, Aug 19, 2023 at 4:08 PM

Reply-To: C. Bagli

To: Office of Communications and Engagement <TIP@dvrpc.org>

Dear members of the DVRPC Board, :

I am writing to provide the following comments on the Draft FY2024 TIP for New Jersey (FY24-FY27):

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Thank you,

C. Bagli

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AGENCY RESPONSES TO PUBLIC  
COMMENTS ON THE DRAFT  
DVRPC FY2023 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) FOR  
NEW JERSEY



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# AGENCY RESPONSES TO COMMENTS

Wednesday, September 27, 2023

**MPMS ID: 29337**

**Response By: DVRPC**

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

**MPMS ID: NA**

**Response By: DVRPC**

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

As part of the Air Quality conformity process, DVRPC is federally required to list all air quality significant projects in the TIP and Long-Range Plan documents, even when they are externally-funded. Externally funded projects do not go through the same evaluation and selection process as regionally-funded projects because they do not use federal or state transportation formula funds. The self-imposed 4 percent cap on new roadway capacity funding applies to total anticipated roadway revenue for the region. That is, the state and federal dollars DVRPC administers and allocates to projects in collaboration with its state and county planning partners. This cap is able to be maintained with the changes to regionally funded projects made in Amendment 2 to the Connections 2050 Long-Range Plan. Additional information on Amendment 2 can be found at <https://www.dvrpc.org/plan/2050draftamendment2/>. We have shared your comment with the New Jersey Turnpike Authority and the South Jersey Transportation Authority which are the sponsors of the expansion projects in question.

Thank you for your comment. We have shared it with the sponsors of the expansion projects in question, New Jersey Turnpike Authority and the South Jersey Transportation Authority. As these projects are externally funded, meaning they do not involve the state and federal dollars DVRPC administers and allocates to projects in collaboration with its state and county partners, they are not subject to our region's Long-Range Plan cap on new roadway capacity. DVRPC is required to list all air significant projects in the TIP and Long Range Plan documents as part of the Air Quality Conformity Process, even though they are externally funded and therefore did not have to go through the same evaluation and selection process as regionally-funded projects.

Note: The cap on roadway expansion is able to be maintained with the changes to regionally funded projects made in Amendment 2 to the Connections 2050 Long-Range Plan. Additional information on Amendment 2 can be found at <https://www.dvrpc.org/plan/2050draftamendment2/>.

**Response By: DVRPC**

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**Related to Comment IDs: 224**

Thank you for your comment and the Bicycle Coalition's continued advocacy for the Circuit Trails. The Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro in Burlington County will be added to the TIP as a new project as part of the List of Recommended Changes at adoption. Camden County recently received a RAISE grant for portions of the Camden County LINK Trail, which will also be added to the TIP as part of the List of Recommended Changes at adoption. Additional segments are already listed as a result of previous awards and DVRPC will continue to work with Camden County to advance remaining segments of the trail.

DVRPC continues to work with State, county, and municipal partners to further the other Circuit Trail projects and get them ready to be added to the TIP. This involves support for feasibility and design work; identifying funding to fill gaps; and helping to address technical issues and other considerations. The Glassboro-Elk Trail in Gloucester County was expected to authorize funding and begin construction in FY24 but encountered delays and is anticipated to be added back into the TIP at the appropriate time. The Johnson Trolley Trail from Trenton to Ewing and Lawrence in Mercer County is currently the subject of a DVRPC TCDI-funded master plan. DVRPC is working with Mercer County and local partners to advance various segments of this trail. In order for the bridge over I-295 to advance, a party responsible for ongoing maintenance must be identified. Several segments of the Merchantville Trail in Camden and Burlington counties are in design or funded for construction. Remaining segments are undergoing study to determine viable alignments and needed trail infrastructure. DVRPC will continue to assist project sponsors in the continuation of their work.

**Response By: DVRPC**

**Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304**

Thank you for your comment. Funding in the Long Range Plan (Plan) is not meant to be consistent on a year-by-year basis, but rather, the Plan outlines allocation based on long-term goals. This differs from the TIP, which must program projects based on project readiness. As a result, the TIP may spend more or less than the Plan allocation on a year-to-year basis depending on changes in the project pipeline. It is important to note that the "Bicycle/Pedestrian Improvements" category in the Plan includes investments in both on-road and off-road (e.g. Circuit Trail) facilities, meaning investment in Active Transportation is occurring as part of on-road projects. It is also important to recognize that bicycle and pedestrian improvements include other TIP funded bicycle/pedestrian projects, including intersection improvements, safety projects, and upgrades to meet Americans with Disabilities Act (ADA) requirements. The Rancocas Creek Greenway and Camden County LINK trail will be recommended for funding as part of the List of Recommended Changes. This amount is \$48.873M of additional funding for Bicycle/Pedestrian Improvements.

**Response By: DVRPC**

**Related to Comment IDs: 161**

Thank you for your response. The federal and state governments recognize the need for more electric vehicle service equipment (EVSE) to promote the use of electric vehicles (EVs) and to serve the increasing number of EVs on the road. There are ongoing state and federal funding programs to support a more robust EVSE network. These funding programs require that the chargers are publicly accessible and open to all users. The timeframe to install chargers varies considerably on a project basis depending on the site. Factors that drive the timeline include site preparation, availability of power, obtaining the permits and approvals, and equipment availability. Generally this process can take over a year or more from the time of a funding award until the station is open to the public.

**Response By: DVRPC**

**Related to Comment IDs: 224**

Thank you for your comment. We have shared it with the sponsors of the expansion projects in question, New Jersey Turnpike Authority and the South Jersey Transportation Authority. As these projects are externally funded, meaning they

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do not involve the state and federal dollars DVRPC administers and allocates to projects in collaboration with its state and county partners, they are not subject to our region's Long-Range Plan cap on new roadway capacity. DVRPC is required to list all air quality significant projects in the TIP and Long Range Plan documents as part of the Air Quality Conformity pProcess, even though they are externally funded and therefore did not have to go through the same evaluation and selection process as regionally-funded projects.

Note: The cap on roadway expansion is able to be maintained with the changes to regionally funded projects made in Amendment 2 to the Connections 2050 Long-Range Plan. Additional information on Amendment 2 can be found at <https://www.dvrpc.org/plan/2050draftamendment2/>

**Response By: DVRPC**

**Related to Comment IDs: 162**

Thank you for your comment. Each project has its own development timeline, and public meetings occur based on each individual project's timeline. Depending on the impact and complexity of the project there may be several public meetings that are held to discuss the project. Those meetings are held during the pre-construction phases of the project and are required as part of the NEPA process. Each NJDOT project will have a Public Involvement Action Plan that is executed during the Concept Development phase. In addition, notices for public meetings are posted to the NJDOT website and can be found at Public Meetings, Community Programs ([state.nj.us](http://state.nj.us)). For projects that are already in construction, a public meeting would have already taken place. The public notices are more locally focused than regionally focused and someone from the City of Philadelphia, for example, may not be aware of public meetings in the City of Trenton.

**Response By: DVRPC**

**Related to Comment IDs: 224**

Connections 2050 allocated 5% of reasonably expected New Jersey roadway funding through the year 2050 to Bicycle and Pedestrian improvements. The Plan outlines allocation based on long-term goals and project readiness. This differs from the TIP, which must program projects based on project readiness. As a result, the TIP may spend more or less than the Plan allocation on a year-to-year basis depending on changes in the project pipeline. It is important to note that the "Bicycle/Pedestrian Improvements" category in the Plan includes investments in both on-road and off-road (e.g. Circuit Trail) facilities, meaning investment in Active Transportation is occurring as part of on-road projects. It is also important to recognize that bicycle and pedestrian improvements include other TIP funded bicycle/pedestrian projects, including intersection improvements, safety projects, and upgrades to meet Americans with Disabilities Act (ADA) requirements. One example of such an investment is Porchtown Road (CR 613) Bridge over Still Run at Iona Lake (DB #D2216). This is a locally-sponsored, bridge improvement project with a primary category of Roadway Preservation, but the project brings needed pedestrian facilities to the bridge. Separately, the Local Safety/High Risk Rural Roads Program (#04314) has over \$22 million HSIP funds, with special attention to projects that ensure safety for nonmotorists or vulnerable road users. DVRPC is working on ways to track Bicycle and Pedestrian investments in the TIP more accurately going forward in order to have a better sense of the region's investments in these and other improvements.

**Response By: DVRPC**

**Related to Comment IDs: 207**

Thank you for your comment.

**Response By: NJ TRANSIT**

**Related to Comment IDs: 1**

Though all NJ TRANSIT commuter rail and light rail stations in the DVRPC region are currently accessible, NJ TRANSIT's Capital Plan includes proposed major improvements and repairs to stations throughout its network. NJ TRANSIT intends to expand accessibility to the rail network for all customers.

**Response By: Burlington County**

**Related to Comment IDs: 224**

Burlington County is seeking funding outside of the TIP for project Local Concept Development (LCD) in preparation for future inclusion in the NJ TIP.

## Burlington

MPMS ID: 12307 Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvem

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**Response By:** NJDOT

**Related to Comment IDs:** 174

Thank you for your comment.

**MPMS ID: 12346 Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd**

**Response By:** NJDOT

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

**MPMS ID: 12346A Route 130, CR 545 (Farnsworth Avenue)**

**Response By:** NJDOT

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

**MPMS ID: 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections**

**Response By:** NJDOT

**Related to Comment IDs:** 224

Thank you for your comment. Sidewalk will be added on Route 73 within the project limits. The project will be designed in compliance with the NJDOT Complete Streets policy.

**MPMS ID: 13319 Rt 73, Dutch Road to Rt 70**

**Response By:** NJDOT

**Related to Comment IDs:** 224

Thank you for your comments. The initial problem statement was to address operational, safety, capacity and delay problems with the intersection of Route 73 and Evesham Road (CR544). Upon investigation of this intersection, it was determined that congestion within the corridor was not strictly limited to the CR 544 intersection, but also the Brick Road intersection. Any concepts to address congestion only at CR544 would have limited effect due to operational issues at Brick Road. During the alternatives analysis NJDOT investigated no build, upgrading Brick Road and CR544 intersection approaches, widening Route 73 and a corridor widening approach. Initial evaluation of concepts determined that improvements at only the intersections of CR 544 (Evesham Road) and Brick Road, while addressing the needs, would

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result in congestion and possible safety issues at other locations. The result was a focus on system wide improvements based on traffic analysis results indicating that non system-wide solutions would simply shift the problem to other intersections. The proposed improvements include enhancements to the existing pedestrian amenities by adding sidewalks to complete gaps in the existing network and providing ADA compliant ramps and push buttons. Consideration for the length of crossing will be considered as the design is developed. Multiple local officials meetings were held with representatives of Evesham Township, Burlington County and DVRPC during concept development and will continue as the project proceeds through design to construction.

## MPMS ID: 15353 Route 38 and Lenola Road (CR 608)

Response By: NJDOT

Related to Comment IDs: 176

Thank you for your comment. This project has been removed from the FY2024-2033 STIP. Removal was approved by the NJDOT Capital Program Committee on July 26, 2023. Operational deficiencies and overall safety improvements will be addressed through the Adaptive Traffic Signal System (ATS) project; Route 38, Route 73 to Union Mill Road (ATS C#2, UPC 216040).

## MPMS ID: 17411 CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)

Response By: NJDOT

Related to Comment IDs: 171, 172, 206, 223

Thank you for your comment. The project is still in the Concept Development phase. It has yet to be determined if the bridge will be rehabilitated or replaced. When the project enters Preliminary Engineering, public outreach will begin.

Response By: NJDOT

Related to Comment IDs: 4, 126, 127, 170, 178, 179

Thank you for your comment. The project is still in the Concept Development phase. It has yet to be determined if the bridge will be rehabilitated or replaced. When the project enters Preliminary Engineering, public outreach will begin.

Response By: NJDOT

Related to Comment IDs: 115, 116

Thank you for your comment. The project is still in the Concept Development phase. It has yet to be determined if the bridge will be rehabilitated or replaced. When the project enters Preliminary Engineering, public outreach will begin.

## MPMS ID: 18383 Route 73, Granite Avenue to Route 41

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

Response By: NJDOT

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107,

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108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

## MPMS ID: 20337 Route130, CR 543 (Beverly Road) to Lagorce Blvd

Response By: NJDOT

Related to Comment IDs: 224

Thank you for your comment. This project is in the Study and Development Program. All NJDOT projects are reviewed for compliance with the NJ Complete Streets Policy.

## MPMS ID: 21311 Route 295 and Route 38 Interchange Operational Improvements

Response By: NJDOT

Related to Comment IDs: 175

Thank you for your comment. The project area for this project is not limited to the interchange of I-295 and Route 38. The project area includes Midlantic Drive, Marter Avenue, the interchange and east towards Briggs Road. NJDOT is aware of the use of Marter Avenue to accomplish the missing moves at the interchange and is investigating options that will improve safety at this intersection and address the congestion.

## MPMS ID: 22336 Route 130, Union Landing Road to Wharf Street

Response By: NJDOT

Related to Comment IDs: 224

Thank you for your comment. This project is in the Study and Development Program. All NJDOT projects are reviewed for compliance with the NJ Complete Streets Policy.

## MPMS ID: D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road

Response By: Burlington County

Related to Comment IDs: 224

The bridge is under the jurisdiction of Burlington County, but the roadway is under the jurisdiction of the respective townships (Mount Laurel and Moorestown). With that being said, the preliminary preferred alternative currently proposes a 10 ft shared use path on the east side of the road for the extent of the proposed project limits. The proposed 10 ft shared use path will connect to the existing sidewalk north of the Laurel Creek Corporate Center driveway and will terminate 600 feet south of the bridge. The proposed 10 ft shared use path will be used as a possible connector for future trail spur from the Rancocas Creek Greenway regional trail spine that runs behind the Rancocas Pointe subdivision to the Burlington County Agricultural Center (500 Centerton Road).

The existing sidewalk on the west side of the road, that currently terminates at Country Club Rd, is well outside the current proposed project limits. The 10 ft shared use path being on the east side minimizes the disturbance to existing aerial and underground utilities. It also minimizes the permanent easement acquisitions and disturbance to the existing golf course and Laurel Creek Country Club properties. The selected preliminary preferred alternative provides bicycle compatible shoulders on both sides of the roadway along with an off-road bicycle route.

Response By: Burlington County

Related to Comment IDs: 168, 169

During Preliminary Engineering, the design consultant will evaluate proposed detour routes. The work will include collecting data and performing analyses (traffic counts/turning movements) to determine the need for any modifications to existing signal timing along the proposed detour(s) route to minimize traffic and delays.



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Per the most recent bridge inspection report, performed by a qualified consultant hired by the NJDOT on behalf of the County, the existing bridge is classified as structurally deficient due to the poor condition of the superstructure and functionally obsolete due to the substandard roadway width. The bridge is also scour critical. The preliminary preferred alternative, chosen in the Local Concept Development study, will address existing deficiencies of this structure to maintain the safety of the traveling public and prevent any future unforeseen road closure.

Regarding Creek Road, the scope and limit of this project include only the structure in question and immediate approaches as required to address the purpose and needs of this project.

The Local Concept Development study considered alternatives that would accommodate both the existing and possible future alignment of Centerton Rd. By addressing the current deficiencies at the Parkers Creek bridge, the preliminary preferred alternative will correct current roadway geometric deficiencies that will allow for an increased efficiency to roadway users travelling in this corridor. Addressing these concerns now will prevent future impacts of the "No Build" alternative, which would likely result in the continued deterioration of the structure and future road closures.

The County does not have any jurisdiction over the conditions of I-295. The purpose of this project is to address the deficiencies of the existing Parkers Creek Bridge.

## MPMS ID: D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement

Response By: Burlington County

Related to Comment IDs: 224

An extension of the sidewalk or shared-use path or bicycle lane will be considered for future projects. This project is limited to the limits of the intersections of Tom Brown Rd, Riverton Rd, and New Albany Rd.

Response By: Burlington County

Related to Comment IDs: 177

Burlington County thanks you for your support of the project.

## MPMS ID: D2207 Rancocas Creek Greenway, Laurel Run Park (Circuit)

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support.

Response By: DVRPC

Related to Comment IDs: 224

Thank you for your comment. A couple more trail projects are being requested to be added to the TIP with the List of Recommendations at adoption. The Camden County LINK Trail and The Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro. We will work to update the title once the TIP becomes effective and we are able to make additional changes.

Response By: Burlington County

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32,

# AGENCY RESPONSES TO COMMENTS

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33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Burlington County thanks you for your support of the project.

Burlington County is seeking funding outside of the TIP for project Local Concept Development (LCD) in preparation for future inclusion in the NJ TIP.

## Camden

MPMS ID: 15423 ADA South, Contract 4

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

Response By: NJDOT

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment.

MPMS ID: 18313 Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)

Response By: NJDOT

Related to Comment IDs:

Thank you for your comment.

# AGENCY RESPONSES TO COMMENTS

Wednesday, September 27, 2023

**Response By:** NJDOT

**Related to Comment IDs:** 204, 205

Planned funding for a project is based on the current project delivery schedule, budget estimate, and available funding. A project schedule can differ from the STIP. Since the STIP is updated every two years, there is a possibility for phase(s) to be advanced.

**Response By:** NJDOT

**Related to Comment IDs:**

Thank you for your comment.

**Response By:** NJDOT

**Related to Comment IDs:**

Thank you for your comment.

**MPMS ID: D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout**

**Response By:** DVRPC

**Related to Comment IDs:** 224

Thank you for your support.

**MPMS ID: D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave**

**Response By:** Camden County

**Related to Comment IDs:** 224

The design of improvements to Evesham Road (CR 644) from NJ 41 to Schubert Avenue has just been initiated. As part of the design process, pedestrian facilities and walkways will be evaluated and improved as needed. Striped crosswalks will be provided where appropriate. Available cartway for bike lanes will be evaluated along with regional bike lane projects. Implementation of bike lanes will be determined based on available cartway, regional need and discussion with project stakeholders. It should be noted that Camden County does have a Complete Streets policy.

**MPMS ID: D2215 Gateway to Downtown Collingswood (TOP)**

**Response By:** DVRPC

**Related to Comment IDs:** 224

Thank you for your support.

## Gloucester

**MPMS ID: 12305 Route 47, Grove St. to Route 130, Pavement**

**Response By:** NJDOT

**Related to Comment IDs:** 224

Thank you for your comment. All NJDOT projects must comply with the New Jersey Complete Streets policy, where applicable.

**MPMS ID: 14348 Route 45, Bridge over Woodbury Creek**

**Response By:** NJDOT

**Related to Comment IDs:** 114

Planned funding for a project is based on the current project delivery schedule, budget estimate, and available funding. A project schedule can differ from the STIP. Since the STIP is updated every two years, there is a possibility for phase(s) to be advanced.

**Response By:** Gloucester County

**Related to Comment IDs:** 114

# AGENCY RESPONSES TO COMMENTS

Wednesday, September 27, 2023

Gloucester County is in support of Woodbury's comments and would like to see this project be completed as proposed as part of the adopted 2022 TIP. With substantial completion being 10/29/2025. This bridge is already in poor condition and needs the repairs done as soon as possible. Weight limit restrictions have been posted due to the structurally deficient and functionally obsolete bridge condition. This is a highly traveled corridor not just by vehicle traffic but foot traffic as well. Pedestrians are being restricted due to the failing structure. Also 6 of the county bus routes use this bridge daily as part of their route. The state that the bridge is in it is unacceptable to move funding to 2028 to repair this structure.

## MPMS ID: D1203 Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

Response By: DVRPC

Related to Comment IDs: 224

DVRPC continues to work with State, county, and municipal partners to further the other Circuit Trail projects and get them ready to be added to the TIP. This involves support for feasibility and design work; identifying funding to fill gaps; and helping to address technical issues and other considerations. The Glassboro-Elk Trail in Gloucester County was expected to authorize funding and begin construction in FY24 but encountered delays and is anticipated to be added back into the TIP at the appropriate time.

Response By: Gloucester County

Related to Comment IDs: 224

We appreciate your support of the Glassboro-Elk trail and the county is doing everything in our power to get the trail completed. There is large sensitivity with this trail with the proposed GCL passenger light rail that is proposed to come into Glassboro. We are currently working with conrail to see if the proposed alignment will work using their land and are in the process of trying to acquire easements on their lands for this trail. Alternate routes are being explored currently for the trail if Conrail is unwilling to provide the County the easements to construct the trail.

## MPMS ID: D2216 Porchtown Road (CR 613) Bridge over Still Run at Iona Lake

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 224, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support.

Response By: Gloucester County

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 224, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

# AGENCY RESPONSES TO COMMENTS

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This project includes the widening and full substructure and superstructure replacement of Bridge 10-K-4 along a similar alignment as the existing bridge, the replacement of the primary spillway and auxiliary spillway as well as embankment overtopping protection. The existing bridge is planned to be replaced with a 40-foot clear span structure. The new bridge structure will provide concrete parapets, guide rail approaches, two 12-foot lanes and 8-foot shoulders. The design of the new bridge structure will correct the substandard existing roadway conditions to meet AASHTO standards.

This alternative will enlarge the spillway with a new approximately 200-foot drop box spillway. This proposed spillway will pass the 10 year storm and will require overtopping protection. A valves system will be included in the design, with at least one at the base of the structure to drain the impoundment per NJ Dam Safety Standards and one just below the spillway for maintenance drawdown.

Upstream and downstream embankment protection is proposed and required as part of this PA. The design will provide overtopping embankment protection options that will meet Dam Safety Standards and permitting requirement will be part of this contract and will be reviewed by County.

## Goals & Objectives of the project

- Replace the bridge, the spillways and improve approach roadway conditions to meet AASHTO, NJDOT, and NJDEP Dam Safety Standards.
- Complete preliminary and final engineering plans, specifications and all required permits for the removal and replacement of the bridge and spillway structures.
- Obtain all necessary permits for the project.
- Correct or minimize the controlling substandard design elements.
- Provide for bicycle and pedestrian access over the bridge.
- Avoid, minimize and or mitigate environmental impacts.
- Avoid, minimize property acquisition.
- Prepare property parcel maps and property parcel descriptions for any needed Right of Way acquisitions.
- Incorporate construction phasing to minimize delays to the traveling public during construction and prepare established detours for construction phases utilizing the County roadway network to the greatest extent possible.
- Design construction to minimize lake draw down during construction.

## Mercer

**MPMS ID: 15317 Route 64, Bridge over Amtrak**

**Response By: NJDOT**

**Related to Comment IDs: 182**

The preliminary preferred alternative accommodates bicyclists and pedestrians as set forth in the NJDOT Complete Streets Policy. The project proposes six foot wide sidewalks and eight foot shoulders on both sides of the structure.

**Response By: Mercer County**

**Related to Comment IDs: 182**

Mercer County appreciates this recommendation, since we have been working to accommodate cyclists on CR 571 on either side of the bridge.

**MPMS ID: 17419 Route 1, Alexander Road to Mapleton Road**

# AGENCY RESPONSES TO COMMENTS

Wednesday, September 27, 2023

**Response By:** NJDOT

**Related to Comment IDs:** 173

Thank you for your comment. The current plan provides for a bicycle and pedestrian path offset from Route 1 NB starting at Fisher Place (West Windsor) and extending north over the Millstone River Bridge and connecting to an existing bike path on the other side (Plainsboro). The current plan was based on coordination with Princeton University and information provided by West Windsor Township in 2020. The NJDOT team in 2020 also met with a bicycle and pedestrian group to discuss proposed improvements. The bicycle and pedestrian elements will be revisited in the Final Design Phase.

**Response By:** Mercer County

**Related to Comment IDs:** 173

Mercer County concurs with this comment on an NJDOT project and wishes to add concern for multimodal access to Plainsboro in Middlesex County, across the Millstone Bridge.

## MPMS ID: 99362 Trenton Amtrak Bridges

**Response By:** NJDOT

**Related to Comment IDs:** 224

Thank you for your comment. The correct project description for DB 99362 is:  
The three Orphan Bridges carrying Chestnut Avenue, East State and Monmouth Streets over Amtrak are in poor condition. All of the bridges are structurally deficient and functionally obsolete. The bridges and approach roadways include a variety of substandard design elements, including substandard vertical and horizontal clearances, intersection sight distances and unprotected bridge girders. The City of Trenton supports the current two bridge option, which replaces East State Street and Monmouth Street Bridges. Chestnut Avenue Bridge will be removed/demolished. The two bridges will be replaced with single-span, ABC (Accelerated Bridge Construction) systems. Retaining walls are included in the project to minimize impacts to properties. Catenaries will be removed from the existing bridges and up to six new catenary structures will be constructed to re-profile the electric traction facilities.

**Response By:** Mercer County

**Related to Comment IDs:** 224

Mercer County has advised DVRPC of corrections to project descriptions.

## MPMS ID: D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)

**Response By:** DVRPC

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support.

**Response By:** Mercer County

**Related to Comment IDs:** 224

Thank you for supporting Parkway Avenue safety improvements (D1910). For D023 and D99632, Mercer County has advised DVRPC of corrections to project descriptions .

**Response By:** Mercer County



# AGENCY RESPONSES TO COMMENTS

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**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support for multimodal facilities and concern about highway capacity expansion projects. Mercer County is working to advance several of the multimodal projects you reference, among others. Before projects make it to the TIP, they have to be defined enough to identify costs for design and construction, and right of way generally must be controlled by the project sponsor. We are working on it. Asking DVRPC to throw money at projects that don't yet exist, for the purposes of the TIP, does not help. As for the NJ Turnpike project, toll funding takes this outside control of the MPO TIP or the NJDOT STIP.

**MPMS ID: D2014 CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave**

**Response By:** DVRPC

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support.

**Response By:** Mercer County

**Related to Comment IDs:** 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support for multimodal facilities and concern about highway capacity expansion projects. Mercer County is working to advance several of the multimodal projects you reference, among others. Before projects make it to the TIP, they have to be defined enough to identify costs for design and construction, and right of way generally must be controlled by the project sponsor. We are working on it. Asking DVRPC to throw money at projects that don't yet exist, for the purposes of the TIP, does not help. As for the NJ Turnpike project, toll funding takes this outside control of the MPO TIP or the NJDOT STIP.

# AGENCY RESPONSES TO COMMENTS

Wednesday, September 27, 2023

## MPMS ID: D2023 Circulation Improvements Around Trenton Transit Center

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support.

Response By: Mercer County

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your support for multimodal facilities and concern about highway capacity expansion projects. Mercer County is working to advance several of the multimodal projects you reference, among others. Before projects make it to the TIP, they have to be defined enough to identify costs for design and construction, and right of way generally must be controlled by the project sponsor. We are working on it. Asking DVRPC to throw money at projects that don't yet exist, for the purposes of the TIP, does not help. As for the NJ Turnpike project, toll funding takes this outside control of the MPO TIP or the NJDOT STIP.

## Various

### MPMS ID: D2305 DVRPC Carbon Reduction Program

Response By: DVRPC

Related to Comment IDs: 224

Thank you for your comment. Over the course of Fiscal Year 2024 (July 2023 to June 2024) DVRPC will be working with regional partners, including representatives from the New Jersey counties (Burlington, Camden, Gloucester, and Mercer) to develop a regional Carbon Reduction Strategy to guide investments based on effectiveness and regional priorities. Early conversations indicate that funding for active transportation is an important priority for Carbon Reduction investments in our region. DVRPC is actively working with county and local stakeholders to identify and program projects that meet the eligibility requirements for Carbon Reduction funding to utilize funding that must be programmed before the Carbon Reduction Strategy is completed.

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137,



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Thank you for your comment. NJDOT is in the process of developing a statewide Carbon Reduction Strategy, which is due to the federal government in November 2023, and is intended to guide investment of Carbon Reduction funds. Over the course of Fiscal Year 2024 (July 2023 to June 2024) DVRPC will be working with regional partners, including representatives from the New Jersey counties (Burlington, Camden, Gloucester, and Mercer) to develop a regional Carbon Reduction Strategy. Early conversations indicate that funding for active transportation is an important priority for Carbon Reduction investments in our region. DVRPC is actively working with county and local stakeholders to identify and program projects that meet the eligibility requirements for Carbon Reduction funding.

## MPMS ID: X107 Transportation Alternatives Program

Response By: DVRPC

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 117, 118, 119, 120, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165, 166, 167, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304

Thank you for your comment and the Bicycle Coalition's continued advocacy for the Circuit Trails. The Rancocas Creek Greenway Trail Bridge over Route 130 in Delanco and Willingboro in Burlington County will be added to the TIP as a new project as part of the List of Recommended Changes at adoption. Camden County recently received a RAISE grant for portions of the Camden County LINK Trail, which will also be added to the TIP as part of the List of Recommended Changes at adoption. Additional segments are already listed as a result of previous awards and DVRPC will continue to work with Camden County to advance remaining segments of the trail.

DVRPC continues to work with State, county, and municipal partners to further the other Circuit Trail projects and get them ready to be added to the TIP. This involves support for feasibility and design work; identifying funding to fill gaps; and helping to address technical issues and other considerations. The Glassboro-Elk Trail in Gloucester County was expected to authorize funding and begin construction in FY24 but encountered delays and is anticipated to be added back into the TIP at the appropriate time. The Johnson Trolley Trail from Trenton to Ewing and Lawrence in Mercer County is currently the subject of a DVRPC TCDI-funded master plan. DVRPC is working with Mercer County and local partners to advance various segments of this trail. In order for the bridge over I-295 to advance, a party responsible for ongoing maintenance must be identified. Several segments of the Merchantville Trail in Camden and Burlington counties are in design or funded for construction. Remaining segments are undergoing study to determine viable alignments and needed trail infrastructure. DVRPC will continue to assist project sponsors in the continuation of their work.

Response By: NJDOT

Related to Comment IDs:

The Transportation Alternatives Program provides federal funding for projects such as bicycle and pedestrian improvements. In addition, NJDOT funds bicycle and pedestrian projects through the Bicycle and Pedestrian Facilities/Accommodations program.

Response By: NJDOT

Related to Comment IDs: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58,

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Thank you for your comment.

**Response By:** NJDOT

**Related to Comment IDs:**

Thank you for your comment.



## RECOMMENDED CHANGES



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**Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey  
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<b>DVRPC Highway Project Schedule Adjustments or Cost Restructuring</b>				
<b>COUNTY</b>	<b>DB #</b>	<b>TITLE</b>	<b>CHANGE</b>	<b>REMARKS</b>
Various	D026	DVRPC, Future Projects	Remove \$8.364 M (\$4.199 M STBGP-PHILA/\$1.163 M HWIZ919-PHILA/\$0.300 M HWIZ919-TRENTON/\$1.6 M CRRSAA-PHILA/\$2.102 M CRRSAA-TRENTON) from the FY24 ERC Phase. Remove \$0.400 M STBGP-PHILA from the FY25 ERC Phase. Remove \$9.984 M STBGP-PHILA from the FY29 ERC Phase. Remove \$10.942 M STBGP-PHILA from FY30 Phase. Remove \$6.500 M STBGP-PHILA from the FY31 Phase. Remove \$8.000 M STBGP-PHILA from the FY32 Phase. Remove \$6.500 M STBGP-PHILA from the FY33 Phase. A total of \$46.525 M STBGP-PHILA will be removed.  Funding will be broken down as follows: FY24: \$0.442 M STBGP-PHILA FY29: \$1.220 M STBGP-PHILA FY30: \$4.624 M STBGP-PHILA FY31: \$9.416 M STBGP-PHILA FY32: \$11.006 M STBGP-PHILA FY33: \$12.174 M STBGP-PHILA	CRSAA and HWIZ919 funding has expired. STBGP-PHILA and STBGP-TRENTON funding used to support listed projects.
Camden	D2208	CR 544 (Evesham Rd), NJ 41 to Schubert Ave	Switch \$3.027 M (\$1.6 M CRSAA-PHILA/\$1.427 M HWIZ919-PHILA) to \$3.027 M STBGP-PHILA in the FY24 CON Phase.	CRSAA and HWIZ919 funding expired
Camden	D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)	Remove \$2.651 M STBGP-PHILA from the FY25 CON Phase from \$4.659 M STBGP-PHILA to \$2.008 M STBGP-PHILA. Add \$1.351 M STBGP-PHILA to the FY29 CON Phase from \$0.00 M STBGP-PHILA to \$1.351 M STBGP-PHILA and add \$1.300 M STBGP-PHILA to the FY30 CON Phase from \$0.000 M STBGP-PHILA to \$1.300 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Burlington	D2207	Rancocas Creek Greenway, Laurel Run Park (Circuit)	Delay \$2.351 M STBGP-PHILA from the FY24 CON Phase to FY25 CON Phase. From \$4.707 M STBGP-PHILA to \$2.356 M STBGP-PHILA in FY24, and from \$0.000 M STBGP-PHILA to \$2.351 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Camden	D1914	Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)	Remove \$2.800 M STBGP-PHILA from the FY25 CON Phase from \$3.560 M STBGP-PHILA to \$0.760 M STBGP-PHILA. Remove \$1.400 M STBGP-PHILA from the FY26 CON Phase from \$2.576 M STBGP-PHILA to \$1.176 M STBGP-PHILA. Remove \$1.200 M STBGP-PHILA from the FY27 CON Phase from \$2.159 M STBGP-PHILA to \$0.959 M STBGP-PHILA. Add \$2.700 M STBGP-PHILA to the FY29 CON Phase from \$0.000 M STBGP-PHILA to \$2.700 M STBGP-PHILA and add \$2.700 M STBGP-PHILA to the FY30 CON Phase from \$0.000 M STBGP-PHILA to \$2.700 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Gloucester	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)	Delay \$2.183 M STBGP-PHILA from the FY27 CON Phase to the FY29 CON Phase. From \$3.873 M STBGP-PHILA to \$1.690 M STBGP-PHILA in FY27 and from \$0.000 M STBGP-PHILA to \$2.183 M STBGP-PHILA.	For fiscal constraint balancing purposes.
Various	03304	Bridge Deck/Superstructure Replacement Program	Change total cost from \$444.482 M to \$482.684 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$5.781 M BFP/\$24 M NHPP to \$0.684 M BFP/\$32 M NHPP.</li> <li>• FY25: \$4.701 M BFP/\$24 M NHPP to \$0.0 M BFP/\$44 M NHPP.</li> <li>• FY26: \$24 M NHPP to \$44 M NHPP.</li> </ul>	Programming update from NJDOT

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Various	04314	Local Safety/ High Risk Rural Roads Program	Change total cost from \$22.544 M to \$21.547 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$2.4 M HSIP to \$2.003 M HSIP.</li> <li>• FY27: \$2.044 M HSIP to \$1.544 M HSIP.</li> </ul>	Programming update from NJDOT
Various	08381	Bridge Replacement, Future Projects	Change total cost from \$731.475 M to \$676.605 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$14.704 M NHPP to \$6.754 M NHPP.</li> <li>• FY25: \$14.625 M NHPP to \$13.77 M NHPP.</li> <li>• FY26: \$42.669 M NHPP to \$34.212 M NHPP.</li> <li>• FY27: \$16.35 M NHPP to \$15.281 M NHPP.</li> <li>• FY28: \$13.365 M NHPP to \$12.143 M NHPP.</li> <li>• FY29: \$12.425 M NHPP to \$8.915 M NHPP.</li> <li>• FY30: \$26.554 M NHPP to \$17.753 M NHPP.</li> <li>• FY31: \$25.891 M NHPP to \$18.633 M NHPP.</li> <li>• FY32: \$38.277 M NHPP to \$30.345 M NHPP.</li> <li>• FY33: \$25.568 M NHPP to \$18.022 M NHPP.</li> </ul>	Programming update from NJDOT
Various	13306	Mobility and Systems Engineering Program	Change total cost from \$105 M to \$90 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY25: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY26: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY27: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY28: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY29: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY30: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY31: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY32: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> <li>• FY33: \$1.5 M STBGP-FLEX to \$0.0 M STBGP-FLEX.</li> </ul>	Programming update from NJDOT
Burlington	13319	Rt 73, Dutch Road to Rt 70	Change total cost from \$37.79 M to \$39.99 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$0.0 M NHPP to \$2.2 M NHPP.</li> </ul>	Programming update from NJDOT
Various	15343	Intelligent Traffic Signal Systems	Increase total project cost by \$35 M from \$200.104 M to \$235.104 M. Funding will change as follows: <ul style="list-style-type: none"> <li>• FY24: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY25: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY26: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY27: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY28: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY29: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY30: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY31: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> <li>• FY32: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> </ul>	Programming update from NJDOT

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			<ul style="list-style-type: none"> <li>FY33: \$0.0 M STBGP-FLEX to \$3.5 M STBGP-FLEX.</li> </ul>	
Various	19370	Safety Programs	<p>Increase total project cost by \$21.274 M from \$222.908 M to \$244.182 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$2.066 M HSIP to \$5.584 M HSIP.</li> <li>FY25: \$0.13 M HSIP to \$6.93 M HSIP.</li> <li>FY26: \$1.848 M HSIP to \$8.304 M HSIP.</li> <li>FY27: \$2.138 M HSIP to \$9.638 M HSIP.</li> <li>FY28: \$11.498 M HSIP to \$10.998 M HSIP.</li> <li>FY29: \$12.886 M HSIP to \$12.386 M HSIP.</li> <li>FY30: \$14.392 M HSIP to \$13.802 M HSIP.</li> <li>FY31: \$15.746 M HSIP to \$15.246 M HSIP.</li> <li>FY32: \$17.219 M HSIP to \$16.719 M HSIP.</li> <li>FY33: \$18.722 M HSIP to \$18.221 M HSIP.</li> </ul>	Programming update from NJDOT
Various	22355	CMAQ Initiatives, Statewide	<p>Increase total project cost by \$29.3 M CMAQ from \$35.5 M CMAQ to \$64.8 M CMAQ. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$11 M CMAQ to \$12 M CMAQ.</li> <li>FY26: \$13 M CMAQ to \$14.5 M CMAQ.</li> <li>FY27: \$0.25 M CMAQ to \$16.75 M CMAQ.</li> <li>FY28: \$0.25 M CMAQ to \$10.55 M CMAQ.</li> </ul>	Programming update from NJDOT
Various	99327A	Resurfacing, Federal	<p>Increase the total project cost by \$45 M NHPP from \$350 M NHPP to \$395 M NHPP. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$35 M CMAQ to \$50 M CMAQ.</li> <li>FY25: \$35 M CMAQ to \$50 M CMAQ.</li> <li>FY26: \$35 M CMAQ to \$50 M CMAQ.</li> </ul>	Programming update from NJDOT
Various	T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	<p>Decrease total project cost by \$5.837 M from \$28.001 M to \$22.165 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY25: \$6.537 M SECT 5339 to \$0.7 M SECT 5339.</li> </ul>	Programming update from NJDOT
Various	T135	Preventive Maintenance-Bus	<p>Decrease total project cost by \$2.304 M from \$550.129 M to \$547.825 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$26.526 M SECT 5307 to \$24.222 M SECT 5307.</li> </ul>	Programming update from NJDOT
Various	T39	Preventive Maintenance-Rail	<p>Decrease total project cost by \$1.275 M from \$208.749 M to \$207.474 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$5.655 M SECT 5307 to \$4.38 M.</li> </ul>	Programming update from NJDOT
Various	X03A	Restriping Program & Line Reflectivity Management System	<p>Increase total project cost by \$27 M from \$160 M to \$187 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>FY24: \$16 M STBGP-FLEX to \$25 M STBGP-FLEX.</li> <li>FY25: \$16 M STBGP-FLEX to \$25 M STBGP-FLEX.</li> <li>FY26: \$16 M STBGP-FLEX to \$25 M STBGP-FLEX.</li> </ul>	Programming update from NJDOT

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Draft for the September 28, 2023 DVRPC Board Meeting**

Various	X065	Local CMAQ Initiatives	<p>Decrease total project cost by \$11.618 M from \$29.441 M to \$17.823 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>• FY24: \$2.33 M CMAQ to \$1.49 M CMAQ.</li> <li>• FY25: \$2.934 M to \$1.542 M CMAQ.</li> <li>• FY26: \$3.23 M CMAQ to \$1.94 M CMAQ.</li> <li>• FY27: \$3.07 M CMAQ to \$1.61 M CMAQ.</li> <li>• FY28: \$2.874 M CMAQ to \$1.762 M CMAQ.</li> <li>• FY29: \$3.07 M CMAQ to \$1.61 M CMAQ.</li> <li>• FY30: \$2.722 M CMAQ to \$1.686 M CMAQ.</li> <li>• FY31: \$3.07 M CMAQ to \$1.61 M CMAQ.</li> <li>• FY32: \$3.07 M CMAQ to \$2.086 M CMAQ.</li> <li>• FY33: \$3.07 M CMAQ to \$2.486 M CMAQ.</li> </ul>	Programming update from NJDOT. Add to DVRPC program.
Various	X30	Planning and Research, Federal-Aid	<p>Increase total project cost by \$41 M from \$403.855 M to \$444.855 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>• FY24: \$25.784 M SPR to \$39.784 M SPR.</li> <li>• FY25: \$26.301 M SPR to \$40.301 M SPR.</li> <li>• FY26: \$26.829 M SPR to \$39.829 M SPR.</li> </ul>	Programming update from NJDOT
Various	X30A	Metropolitan Planning	<p>Increase total project cost by \$15.868 M from \$49.38 M to \$65.248 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>• FY24: \$2.538 M PL/\$0.7 M PL-FTA to \$3.081 M PL/\$1.322 PL-FTA.</li> <li>• FY25: \$2.538 M PL/\$0.7 M PL-FTA to \$3.143 M PL/\$1.35 M PL-FTA.</li> <li>• FY26: \$2.538 M PL/\$0.7 M PL-FTA to \$3.205 M PL/\$1.384 M PL-FTA.</li> <li>• FY27: \$2.538 M PL/\$0.7 M PL-FTA to \$3.27 M PL/\$1.411 M PL-FTA.</li> <li>• FY28: \$2.538 M PL/\$0.7 M PL-FTA to \$3.335 M PL/\$1.439 M PL-FTA.</li> <li>• FY29: \$2.538 M PL/\$0.7 M PL-FTA to \$3.402 M PL/\$1.466 M PL-FTA.</li> <li>• FY30: \$2.538 M PL/\$0.7 M PL-FTA to \$3.47 M PL/\$1.494 M PL-FTA.</li> <li>• FY31: \$2.538 M PL/\$0.7 M PL-FTA to \$3.539 M PL/\$1.521 M PL-FTA.</li> <li>• FY32: \$2.538 M PL/\$0.7 M PL-FTA to \$3.61 M PL/\$1.549 M PL-FTA.</li> <li>• FY33: \$2.538 M PL/\$0.7 M PL-FTA to \$3.682 M PL/\$1.576 M PL-FTA.</li> </ul>	Programming update from NJDOT. Add to DVRPC program.
Various	X51	Pavement Preservation	<p>Increase total project cost by \$137.5 M from \$55 M to \$192.5 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>• FY24: \$3.5 M NHPP/\$1 M STBGP-FLEX to \$30 M NHPP/\$6 M STBGP-FLEX.</li> <li>• FY25: \$3.5 M NHPP/\$1 M STBGP-FLEX to \$35 M NHPP/\$10 M STBGP-FLEX.</li> <li>• FY26: \$3.5 M NHPP/\$1 M STBGP-FLEX to \$35 M NHPP/\$10 M STBGP-FLEX.</li> </ul>	Programming update from NJDOT
Camden	DR2303	PATCO Lindenwold Shop	<p>Decrease total project cost by \$1.341 M from \$20.03 M to \$18.689 M. Funding will change as follows:</p> <ul style="list-style-type: none"> <li>• FY24: \$1.49 M DRPA to \$0.149 M DRPA.</li> </ul>	Programming update from NJDOT



**Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey  
Draft for the September 28, 2023 DVRPC Board Meeting**

<b>DVRPC Highway Project Additions</b>				
<b>COUNTY</b>	<b>MPMS #</b>	<b>TITLE</b>	<b>CHANGE</b>	<b>REMARKS</b>
Gloucester	D2405	Resurfacing & Safety Improvements to Kings Hwy/Salem Ave (CR 551)	Add new project into TIP in the amount of \$2.865 M STBGP-PHILA for Preliminary Engineering (PE) and Construction (CON) (\$0.072 M FY24 PE Phase/\$2.793 M FY24 CON Phase).	Add new project to TIP
Gloucester	D2401	Resurfacing and Safety Improvement Berlin-Crosskeys Road (CR 689)	Add new project into the TIP in the amount of \$1.100 M STBGP-PHILA for Construction in FY24.	Add new project to TIP
Camden	D2213	Burnt Mill Road (CR 670) and White Horse Road (CR 673)	Add new project into the TIP in the amount of \$5.200 M STBGP-PHILA for Construction (FY25: \$2.600 M/FY26: \$1.4 M/FY27: \$1.2 M).	Add new project to TIP
Camden	D2404	White Horse Bridge/PATCO	Add new project into the TIP in the amount of \$15.1 M STBGP-PHILA for Right of Way (ROW) and Construction (CON). Funding will be programmed as follows: \$0.6 M FY25 ROW Phase/\$14.5 M CON (FY29: \$3.0 M/FY30: \$4.5 M/FY31: \$3.0 M/FY32: \$4.0 M).	Add new project to TIP
Burlington	D2402	Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and Trail Linkages	Add new project into the TIP in the amount of \$19.233 M STBGP-PHILA for Preliminary Engineering (PE), Final Design (FD), Right of Way (ROW) and Construction (CON). Funding will be broken down as follows: \$0.3 M FY25 PE Phase/\$2.183 M FY27 FD Phase/\$0.75 M ROW Phase/\$16.0 M CON (FY30: \$2.0 M/FY31: \$3.5 M/FY32: \$4.0 M/FY33: \$6.5 M).	Add new project to TIP
Camden	D2403	Camden LINK Trail	Add new project into the TIP for a total amount of \$29.24 M for Right of Way and Construction that will be broken down into three projects (Gateway Park Connector, Cooper's Poynt Bridge, Segment 3: Remainder of Trail). Add Gateway Park Connector project in the amount of \$7.88 M (\$0.180 M LOCAL ROW/ \$7.7 M CON (\$5.3 M RAISE (FY25: \$4.3 M/FY26: \$1 M)/\$2.4 M LOCAL (FY25: \$1.9 M/FY26 \$0.5 M)). Add Cooper's Poynt Bridge in the amount of \$6.41 M (\$0.110 M LOCAL FY25 ROW Phase/\$6.3 M CON (\$4.4 RAISE (FY26: \$3.1 M/FY27: \$1.3 M)/\$1.9 M LOCAL (FY26: \$1.35 M/FY27: \$0.55 M)). Add Segment 3: Remainder of Trail in the amount of \$14.95 M (\$0.350 M LOCAL FY25 ROW Phase/\$14.6 M CON (\$9.3 M RAISE (FY26 : \$8 M/FY27: \$1.3 M)/\$5.3 M LOCAL (FY26: \$4.55 M/FY27: \$0.75 M)).	Add new RAISE grant awarded project
Gloucester	D1906	CR 581 (Commissioners Road), Bridge over Oldman's Creek	Add project back into the TIP in amount of \$3.095 M 17-STATE-DVRPC for Construction in FY24.	CON Phase delayed from FY23 to FY24.
Gloucester	D9807	Gloucester County Bus Purchase	Add new project into the TIP in the amount of \$0.81 M CMAQ for Construction. Funding will be programmed as follows: <ul style="list-style-type: none"> <li>• FY24: \$0.162 M</li> <li>• FY26: \$0.162 M</li> <li>• FY28: \$0.162 M</li> <li>• FY30: \$0.162 M</li> <li>• FY32: \$0.162 M.</li> </ul>	Add Project Back into the TIP. Inadvertently omitted from Draft.
Gloucester	D2214	Floodgate Road, Bridge over Repaupo Creek (Bridge 3-D-1)	Add Local Concept Development project into the TIP in the amount of \$0.0 M.	Add LCD Back into the TIP

## Recommended Changes to the Draft DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey Draft for the September 28, 2023 DVRPC Board Meeting

Camden	14426	Route 130, Bridge over Big Timber Creek	Add new project into the TIP in the amount of \$0.222 M NHPP for Construction in FY24.	Add new project to TIP
Mercer	07319B	Route 29, Cass Street to Calhoun Street, Drainage	Add new project into the TIP in the amount of \$0.05 M NHPP for Construction in FY24.	Add new project to TIP
Camden	11326D	Route 76, Bridge over Klemm Avenue, Conrail and South Branch Newton Creek, Contract 1	Add new project into the TIP in the amount of \$0.602 M NHPP for Construction in FY24.	Add new project to TIP
Gloucester	12306	Route 42, Kennedy Ave. to Atlantic City Expressway	Add new project into the TIP in the amount of \$14.5 M NHPP for Construction in FY24.	Add new project to TIP
Camden	D2020	New or Upgraded Traffic Signal Systems at Intersections, Phase 1	Add project back into the TIP in the amount of \$2.476 M STBGP-PHILA for Construction in FY25.	Add new project to TIP

Highway Project Title and Description Changes			
COUNTY	MPMS #	TITLE	CHANGE
Mercer	D2023	Circulation Improvements Around Trenton Transit Center	Add mile posts and structure number to the project information in the final submission of the TIP to NJDOT.
Mercer	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave	Mercer County added as a project sponsor of the project
Gloucester	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)	Change status of project to Local and project sponsor changed from DVRPC to Gloucester County. Add Structure number to the project.
Camden	D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2	Change project description to: This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to upgrade to modern industry requirements, improve traffic signal operations, and pedestrian and bicycle improvements.
Camden	D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3	Change project description to: This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to upgrade to modern industry requirements, improve traffic signal operations, and pedestrian and bicycle improvements.
Camden	D2203	CR 551 (Broadway) Elevation, Little Timber Creek to Route 130	Change project description to: This project will address chronic flooding in two locations along CR 551 Broadway and provide safe user access during rain events.
Burlington	D2202	CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement	Change project description to: This project will address structural deficiencies of the Mill Street (CR 616) Bridge over the South Branch of Rancocas Creek (County Structure No. D4.27). The bridge is a concrete encased, single span (36 feet) steel stringer bridge with a reinforced concrete deck. The bridge was built circa 1918 and is located in the Vincentown Historic District.
Camden	D2204	Erial Rd and College Drive Intersection	Change project description to: This project consists of improvements to the intersection to reduce the high crash rate at the signalized intersection and allow it to operate in a safe, usable manner for all modes of transportation, including pedestrian and non-motorized modes, by improving traffic flow through the area.
Various	DR1501A	Track Drainage Improvements at Cuthbert Blvd & Osage Avenue	Change DB # from DR15001A to DR1051A.

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# PUBLIC COMMENT OUTREACH DOCUMENTATION

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# Out for Public Review: Draft FY2024 TIP for NJ, Draft FY2024 STIP, Major Amendment to FY2023 TIP for PA, and Amendment 2 to LRP

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the *following documents*:

- *Draft DVRPC Federal Fiscal Year (FY) 2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27),*
- *The State of New Jersey's Draft FY2024 Statewide Transportation Improvement Program (STIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT),*
- *Major Amendments to the FY2023 Transportation Improvement Program for Pennsylvania, and*
- *Amendment 2 to Connections 2050 Long-Range Plan.*

DVRPC will accept comments on all four draft documents from July 17, 2023 until August 18, 2023 at 5:00 PM local time.

Electronic versions of the documents are available at:

- DVRPC Draft FY2024 TIP for New Jersey at [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)
- The Draft FY2024 STIP is available at [www.state.nj.us/transportation/capital](http://www.state.nj.us/transportation/capital)
- Major Amendment to FY2023 TIP for Pennsylvania at <https://www.dvrpc.org/tip/pa/>
- *Draft Amendment 2 to Connections 2050 Plan* is available at [www.dvrpc.org/plan/](http://www.dvrpc.org/plan/).

If requested, any of these documents can be translated into an alternative format or language.

The TIP represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally

funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

The *Connections 2050* Long-Range Plan details the long-term vision for Greater Philadelphia including principles, goals, and key policies and strategies to achieve the vision. It also contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 2 accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects.

DVRPC is hosting two public meetings on these documents. These meetings will also include a presentation on the Draft Transportation Conformity Demonstration, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held in person and one will be held online.

**In-person meeting:**

**Monday, July 31, 2023 at 6:00 PM to 7:00 PM**

Camden County Library System --  
Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave  
Camden, NJ

Interpretation can be provided if requested. Please reach out to [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-2929.

**Online meeting:**

**Thursday, August 10, 2023 at 7:00 PM to 8:00 PM**

Registration via: [https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)  
or by visiting DVRPC's events calendar at: [www.dvrpc.org/calendar/2023/8](http://www.dvrpc.org/calendar/2023/8).

After registering, you will receive a confirmation email containing information about joining the webinar.

To join via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

**Written comments and questions must be submitted in the following ways listed below:**

Electronically through a web application available at:

- Draft NJ TIP and Statewide STIP: [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)

By Email:

- Draft NJ TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- Major Amendments to the PA TIP Comments: [TIP@dvrpc.org](mailto:TIP@dvrpc.org)
- LRP Amendment Comments: [LRP@dvrpc.org](mailto:LRP@dvrpc.org)

By Mail:

Public Comments

c/o DVRPC Office of Communications and Engagement

190 N. Independence Mall West, 8th Fl.

Philadelphia, PA 19106-1520

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-238-2929 or [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

**DVRPC must receive comments for the Draft TIP, Draft STIP, and Draft Amendment 2 documents by 5:00 PM (local time) on August 18, 2023. Comments received via mail must be postmarked by August 18, 2023. Responses will not be provided unless comments are submitted in writing during the public comment period.**



*The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available by calling (215) 238-2929. All requests will be accommodated to the greatest extent possible.*

*Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: [www.dvrpc.org/GetInvolved/TitleVI](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).*

Important Notice: DVRPC is committed to providing open and competitive procurement opportunities and that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR part 26, have an equal opportunity to receive and participate in federally funded contracts. For information about opportunities to do business with DVRPC, please visit [www.dvrpc.org/Business/](http://www.dvrpc.org/Business/).

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Dated: July 17, 2023

Tribal President Shannon Holsey  
Stockbridge-Munsee Community Band of Mohican Indians  
N8476 MohHeConNuck Road  
Bowler, WI 54416  
Sent via email: [shannon.holsey@mohican-nsn.gov](mailto:shannon.holsey@mohican-nsn.gov)

RE: DVRPC releasing four documents for public comment

Dear Tribal President Holsey:

With respect to the special status of Federally Recognized Tribes and Nations, the purpose of this letter is to provide the Stockbridge-Munsee Community Band of Mohican Indians with notice of 30-Day Public Comment Periods for several draft documents per the Federal Highway Administration's regulations, 23 CFR §450.316. DVRPC is opening two overlapping public comment periods for four documents; the first opens on July 17 and closes at 5 PM on August 18, 2023, and the second opens on July 24 and closes at 5 PM on August 25.

With this letter, the Delaware Valley Regional Planning Commission (DVRPC) formally invites your tribal government to contribute comments to the following documents:

- *Draft DVRPC Federal Fiscal Year (FY) 2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27)* ([www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)),
- *Major Amendments to the FY2023 Transportation Improvement Program for Pennsylvania* (<https://www.dvrpc.org/tip/pa/>),
- *Amendment 2 to Connections 2050 Long-Range Plan* ([www.dvrpc.org/plan/](http://www.dvrpc.org/plan/)), and
- *Draft Conformity Determination: 2050 Long-Range Plan, Draft FY2024 Transportation Improvement Program (TIP) for New Jersey, and FY2023 TIP for Pennsylvania* ([www.dvrpc.org/AirQuality/Conformity/](http://www.dvrpc.org/AirQuality/Conformity/))

DVRPC serves as a technical advisor, provides access to federal transportation funding, and works with local elected officials, participating federal, state and county agencies, transit operators, and the public to coordinate planning activities and prioritization of transportation infrastructure projects, among other tasks.

Additionally, DVRPC will host two public meetings – one in-person and the other online. You are invited to attend.

**In-person on Monday, July 31, 2023 at 6:00 PM to 7:00 PM**

Camden County Library System – Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave, Camden, NJ 08104

**Online on Thursday, August 10, 2023 at 7:00 PM to 8:00 PM**

Registration via: [https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)  
or by joining via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

The TIP, also known as a short-range plan, includes all transportation projects in the regional planning area that anticipate using federal transportation funding within the four-year period. For this public comment period, we are accepting comments on the full TIP for New Jersey and Major Amendments to the current TIP for Pennsylvania to account for several new projects. When transportation projects advance past the planning phase of project development, you will be consulted during the Section 106 of National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA) consultation processes consistent with New Jersey Department of Transportation (NJDOT), Pennsylvania Department of Transportation (PennDOT), and the Federal Highway Administration (FHWA) policies. This project-specific outreach during Section 106 and NEPA consultation will occur regardless of your participation in this current Public Comment Period.

The Amendment to Connections 2050, the region's Long-Range Plan, accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects. The *Connections 2050* Long-Range Plan details the long-term vision for Greater Philadelphia and contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects.

The Conformity Determination is required due to amendments to the Long-Range Plan for significant changes to the cost, scope or funding status for thirteen different Major Regional Projects, the addition of several regionally significant projects to the TIP for Pennsylvania, and the *Draft FY2024 TIP for New Jersey*.

Hard copies of these documents can be sent upon request. If you would like to make a comment, please contact me at [ahastings@dvrpc.org](mailto:ahastings@dvrpc.org) or 215/238-2929. We also accept comments by mail, sent to the attention of the Office of Communications and Engagement. I will coordinate with our federal and state partners and the appropriate staff.

The public notices for these public comment periods are included in this notification for your information. Following these public comment periods, all comments and questions will be taken into consideration. A full summary of the process, comments and responses will be made available in September or October of 2023.

If you have any questions, concerns, or suggestions about notification to the Tribes and Nations or the public commenting process, please contact me at [ahastings@dvrpc.org](mailto:ahastings@dvrpc.org) or 215/238-2929.

Sincerely,

Alison Hastings, PP/AICP  
Associate Director, Communications & Engagement  
Delaware Valley Regional Planning Commission  
[ahastings@dvrpc.org](mailto:ahastings@dvrpc.org)  
Sent via email

Enclosures

CC: Tribal Historic Preservation Officer, Stockbridge-Munsee Community Band of Mohican Indians  
Shoshana Akins, Amani Bey, Jesse Buerke, Jackie Davis, Patty Elkis, Sean Greene,  
Ariella Maron, Rick Murphy, Elise Turner, DVRPC;  
Michael Russo, Pam Garrett, NJDOT;  
Sutapa Bandyopadhyay, Jason Simmons, FHWA-NJ;  
Larry Shifflet, Jim Mosca, PennDOT; and  
Jen Crobak, FHWA-PA, Gene Porochniak, FHWA-PA

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
ANNOUNCES FOR PUBLIC REVIEW:**

*Draft Conformity Determination: Connections 2050 Long-Range Plan, Draft FY2024 TIP for New Jersey and FY2023 TIP for Pennsylvania*

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period for the *Draft Conformity Determination: 2050 Long-Range Plan, Draft FY2024 Transportation Improvement Program (TIP) for New Jersey, and FY2023 TIP for Pennsylvania*. DVRPC will accept comments from Monday, July 24 until Friday, August 25, 2023 at 5:00 PM local time.

An electronic version of the Draft Conformity Determination is available online at [www.dvrpc.org/AirQuality/Conformity/](http://www.dvrpc.org/AirQuality/Conformity/). If requested, the draft Conformity Determination can be translated into alternative formats or languages.

This Conformity Determination is required due to amendments to the Long-Range Plan for significant changes to the cost, scope or funding status for thirteen different Major Regional Projects, the addition of several regionally significant projects to the TIP for Pennsylvania, and the *Draft FY2024 TIP for New Jersey*. These documents are also out for public comment. A Conformity Determination is conducted to ensure transportation investments conform to the federal Clean Air Act, and demonstrate that a proposed plan or project will not negatively impact a region's ability to meet or maintain federal air quality standards.

DVRPC is hosting two public meetings on these documents. These meetings will also include presentations on Amendment 2 of the Long-Range Plan, Amendments to the PA TIP, and the DRAFT FY2024 TIP for NJ, which have an overlapping public comment period. To reach as many people as possible, one meeting will be held in person and one will be held online.

**In-person meeting:**

**Monday, July 31, 2023 at 6:00 PM to 7:00 PM**

Camden County Library System --  
Riletta L. Cream Ferry Ave Branch  
852 Ferry Ave  
Camden, NJ

**Online meeting:**

**Thursday, August 10, 2023 at 7:00 PM to 8:00 PM**

Registration via: [https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)  
or by visiting DVRPC's events calendar at: [www.dvrpc.org/calendar/2023/8](http://www.dvrpc.org/calendar/2023/8).

After registering, you will receive a confirmation email containing information about joining the webinar.

To join via phone, dial US: +1 309 205 3325; webinar ID: 841 3075 2310

Interpretation can be provided for either meeting if requested. Please reach out to [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-2929.

Public comments must be submitted in writing in order to be incorporated into the public record. Comments can be submitted:

- Electronically through a form available at: [www.dvrpc.org/AirQuality/Conformity/](http://www.dvrpc.org/AirQuality/Conformity/)
- By Email: [airconformity@dvrpc.org](mailto:airconformity@dvrpc.org)
- By Mail:

- Conformity Comments  
c/o DVRPC Office of Communications and Engagement  
190 N. Independence Mall West, 8th Fl.  
Philadelphia, PA 19106-1520

If you are unable to submit comments in these ways, please contact DVRPC's Office of Communications and Engagement at 215-238-2929 or [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) for assistance.

**DVRPC must receive comments for the Draft Conformity by 5:00 PM (local time) on August 25, 2023. Comments received via mail must be postmarked by August 25, 2023. Responses will not be provided unless comments are submitted in writing during the public comment period.** After consideration of public comment, the DVRPC Board may adopt the conformity determination with any recommended changes at its September Board meeting.

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And  
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## **PROOF OF PUBLICATION**

Alison Hastings  
ATTN: JANE MECONI, AICP  
Delaware Valley Reg Plan Comm  
190 N Independence MALL W # 8  
Philadelphia PA 19106-1556

### **STATE OF NEW JERSEY, COUNTY OF BURLINGTON**

The Burlington County Times, a newspaper printed and published and of general circulation in the County of Burlington, State of New Jersey, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

07/17/2023

and that the fees charged are legal.

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REGIONAL PLANNING  
COMMISSION  
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# The Philadelphia Inquirer

100 S. INDEPENDENCE MALL W, STE 600, PHILADELPHIA, PA 19106

## Affidavit of Publication

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
190 N. Independence Mall West  
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PHILADELPHIA, PA 19106

STATE OF PENNSYLVANIA COUNTY OF PHILADELPHIA:

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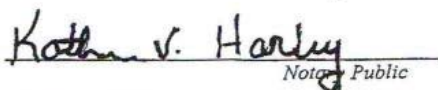
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2. The Philadelphia Inquirer is a newspaper that which was established in in the year 1829, since which date said daily newspaper has been continuously published and distributed daily in the City of Philadelphia, count and state aforesaid.
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## Proposal / Confirmation

# The Philadelphia Inquirer

100 S. INDEPENDENCE MALL W, STE 600, PHILADELPHIA, PA 19106

Campaign No. 61288  
 Today's Date 7/7/2023  
 P.O. Number Transportation Valley Regional Planning Commission  
 Sales Rep Nancy Fisher

### Bill-To

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
 190 N. Independence Mall West  
 8th Floor  
 PHILADELPHIA, PA 19106  
 Tel: 215 592-1800  
 Account No: 102651

### Advertiser

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
 190 N. Independence Mall West  
 8th Floor  
 PHILADELPHIA, PA 19106  
 Tel: 215 592-1800  
 Account No: 102651

### Campaign Summary

Description Line Transportation Improvement Program  
 Start Date 7/17/2023  
 End Date 7/17/2023

### Cost Summary

Total Amount \$3,229.89

### Pre-Payment Details


Reference No.	Date	Masked Card No.	Auth. No.	Pre-Payment Amount
No Pre-Payments on this order				

### Additional Details

Order Contact Name \_\_\_\_\_  
 Order Status Reserved 3  
 Production Controller \_\_\_\_\_  
 Brand Name Legal Sales  
 Comments \_\_\_\_\_

### Print

Product / PO#	Section / Position	Classified Tree	Start	End	Line ID	Material Status	Color	Ad Size(s)	Qty	Rate	Net Amount
Inquirer Legals		Legals	7/17/2023	7/17/2023	140259			70.434 Agate Lines by 2 Column(s)	147	\$ 469,648.83	\$ 3,194.89
Legal Affidavit		Legals	7/17/2023	7/17/2023	140260				1	\$ 35.00	\$ 35.00

 **The Philadelphia Tribune**

STATE OF PENNSYLVANIA

COUNTY OF PHILADELPHIA

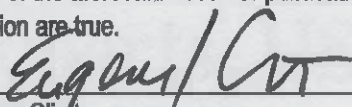
Eugene Cliett, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16<sup>th</sup> Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

July 13, 14

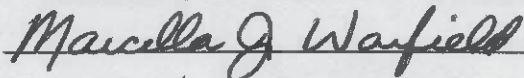
AD 2023

Affiant further deposes and says that he is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that he is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

  
Eugene Cliett

Sworn to and subscribed before me  
this 14 day of July 2023



Commonwealth of Pennsylvania - Notary Seal  
Marcella J Warfield, Notary Public  
Philadelphia County  
My commission expires September 28, 2026  
Commission number 1427022

STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission  
190 N. Independence Mall West  
8th Floor  
Philadelphia, PA 19106-1520

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of  
advertising attached hereto on the above dates

\$ \_\_\_\_\_

PUBLISHERS RECEIPT FOR ADVERTISING COST  
The Philadelphia Tribune Co., Inc.

Publishers of The Philadelphia Tribune hereby acknowledge receipt of the aforesaid advertising and advertising costs, and certified that the same has been fully paid.

OFFICE: The Philadelphia Tribune Co.,  
520 S. 16th Street  
Philadelphia PA 19146  
Phone: 215-893-5700

The Philadelphia Tribune Co.,  
Fax: 215 735-3612

PUBLIC NOTICE

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Camden County Library System --  
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852 Ferry Ave  
Camden, NJ

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Registration via: [https://dvrpc.zoom.us/webinar/register/WN\\_wlRWb11jRaqAP1C\\_aCNByg](https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg)

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Cost: \$229.71      7/17/2023    1T    (10698073)

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7/17/2023 THE TIMES \$98.80





THE PHILADELPHIA TRIBUNE

Date of proof: 07/07/23

Account: 973293

Name:

Company: **DVRPC**  
Address: **190 NORTH INDEPENDENCE MALL WEST**  
**8TH FLOOR**  
**PHILADELPHIA, PA 19106**

Telephone: (215) 592-1800

Ad ID: 2493071

Description: **THE DELAWARE VALLEY REGIONAL PLANNIN**

Run Dates: 07/07/23 to 07/09/23

Class: 1201

Orig User: CRASIMS

Words: 918

Lines: 102

Agate Lines: 528

Column width: 4

Depth: 9.4

Blind Box:

Total: \$5,834.39

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We Appreciate Your Business!  
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