

CHAPTER 2: Program Summaries

The DVRPC FY2024 TIP for New Jersey contains 153 projects to advance over the First-Four Years (FY24–FY27) in the region: 93 federally funded projects and two (2) STATE-DVRPC funded projects in the DVRPC regional Highway Program and 58 projects (36 by NJ TRANSIT and 22 by the DRPA/PATCO) in the DVRPC regional Transit Program. The programmed amount for these projects over the next four years totals \$2.327 billion, which averages almost \$582 million per year. Programmed funds include almost \$1.471 billion for projects primarily addressing the highway system and nearly \$857 million for the NJ TRANSIT (about \$743.3 million) and DRPA/PATCO (about \$113.4 million) transit systems, as Table 1 and Figure 2 show. Table 2 provides a breakdown of various state and federal funding sources and their distributions, including local matches.

For information purposes only, the TIP document also includes the New Jersey Statewide Program worth about \$5.8 billion over the First-Four Years (FY24–FY27), which contains 108 NJDOT-managed statewide highway programs and projects for the State of New Jersey. Four (4) NJDOT-sponsored Concept Development and four (4) DVRPC Local Concept Development projects, totaling eight (8) projects, are listed in the “pre-TIP” Study and Development Program.

Table 1: Cost Summary by County and Transit Operator in DVRPC New Jersey Region (in \$ Millions)

	FY24	FY25	FY26	FY27	First-Four Years (FY24– FY27)
HIGHWAY PROGRAM					
Burlington	\$30.896	\$43.210	\$31.448	\$33.613	\$139.167
Camden	\$141.594	\$113.603	\$148.761	\$184.753	\$588.711
Gloucester	\$84.334	\$6.213	\$8.112	\$2.690	\$101.349
Mercer	\$6.411	\$31.231	\$108.059	\$46.121	\$191.822
Various	\$120.977	\$122.279	\$122.610	\$83.855	\$449.721
Highway Program* Total	\$384.212	\$316.536	\$418.990	\$351.032	\$1,470.770
TRANSIT PROGRAM					
DRPA/PATCO	\$27.673	\$28.137	\$28.576	\$29.040	\$113.426
NJ TRANSIT	\$183.191	\$171.676	\$189.260	\$199.130	\$743.257
Transit Program Total	\$210.864	\$199.813	\$217.836	\$228.170	\$856.683
Highway and Transit Programs Grand Total					\$2,327.453
Statewide Program	\$1,429.706	\$1,464.283	\$1,474.863	\$1,391.201	\$5,760.053

*The Highway Program total excludes \$6.995 million STATE-DVRPC funds for projects DB #D2216 and DB #D1906 that anticipate authorization in FY24 because funds were previously appropriated by the state legislature and \$35 M FY24–FY33 from a Statewide project for Mercer County Bridges.

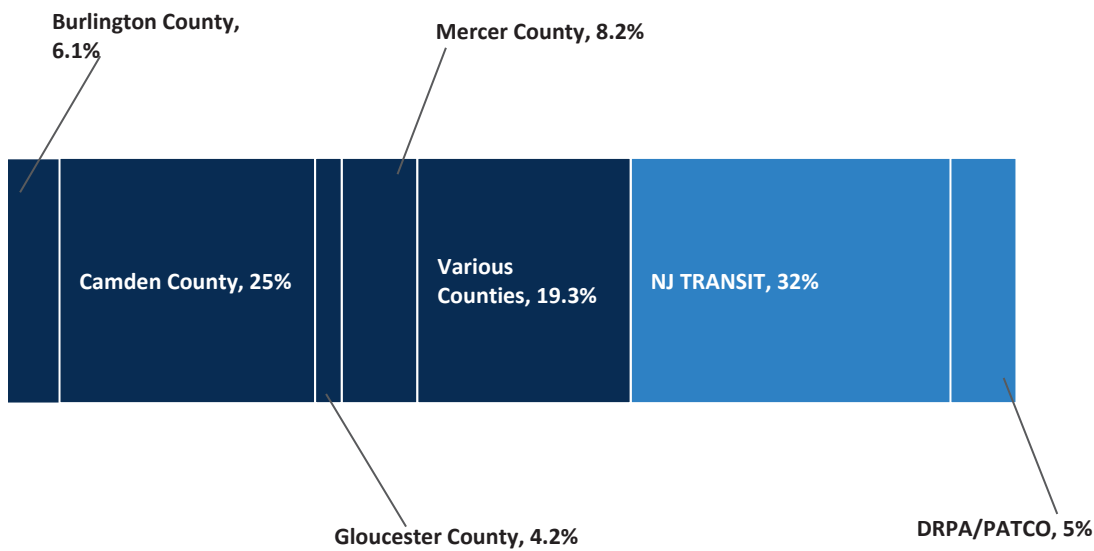
Source: DVRPC, 2023

Out of approximately \$11.756 billion of Federal highway and State funding in the First-Four Years for Highway Program projects in the state of New Jersey, 52 percent or \$6.170 billion is distributed to the state’s three MPOs for Highway projects: DVRPC (23 percent), North Jersey Transportation Planning Authority (NJTPA) (69 percent), and South Jersey Transportation Planning Organization (SJTPO) (8 percent). This amount excludes “Other” non-public and STATE-DVRPC funds. In addition, 48 percent or \$5.59 billion of the First-Four Years total are for NJDOT-administered projects in the Statewide Program that are not specific to a particular MPO region but would either benefit all three regions or provide direct support to NJDOT. Within NJ TRANSIT’s \$6.1 billion program over the First-Four Years for the state, 11 percent is distributed to transit projects/line items in the DVRPC region; 86 percent is distributed to the NJTPA region; and three percent is distributed to the SJTPO region.

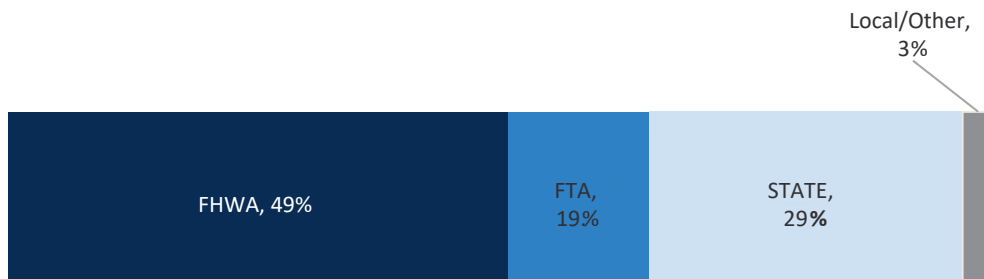
Figure 2: Summary of Highway and Transit Programs First-Four Years (FY24-FY27) Total Cost (Percentages)

BY COUNTY AND TRANSIT OPERATOR

- Highway Program by County in the DVRPC region (\$1.471 Billion, or 63.2% of the Highway and Transit Programs)
- Transit Program by Operator in the DVRPC region (nearly \$856.683 Million, or 36.8% of the Highway and Transit Programs)



BY FUNDING SOURCE



Source: DVRPC, 2023

Table 2: Programmed Cost by Fund Code (in \$ Millions)

FUND CODE BY PROGRAM	FY24	FY25	FY26	FY27	FIRST-FOUR YEARS (FY24–FY27)	LATER FISCAL YEARS (FY28–FY33)	10-YEARS (FY24–FY33)
HIGHWAY TOTAL	\$384.212	\$316.536	\$418.990	\$351.032	\$1,470.770	\$1,607.293	\$2,958.063
BFP	\$4.900	\$14.825	\$156.107	\$0.00	\$175.957	\$0.00	\$175.957
BFP-OS-BRDG	\$0.300	\$0.00	\$7.650	\$0.00	\$7.950	\$0.00	\$7.950
CMAQ	\$4.204	\$8.932	\$4.400	\$10.800	\$28.337	\$162.300	\$190.637
CR-PHILA	\$2.628	\$2.680	\$2.734	\$2.789	\$10.831	\$17.943	\$28.774
CR-TRENTON	\$0.677	\$0.691	\$0.705	\$0.719	\$2.792	\$4.625	\$7.417
HSIP	\$3.000	\$3.500	\$3.000	\$2.500	\$12.000	\$18.000	\$30.000
LOCAL	\$0.100	\$0.00	\$0.100	\$0.00	\$0.200	\$0.200	\$0.400
NHFP-HWY	\$0.00	\$36.011	\$30.232	\$0.00	\$66.243	\$0.00	\$66.243
NHPP	\$264.458	\$114.500	\$73.830	\$222.908	\$675.696	\$802.909	\$1,478.605
OTHER	\$0.00	\$16.400	\$16.400	\$8.200	\$41.000	\$0.00	\$41.000
PL	\$3.081	\$3.143	\$3.205	\$3.270	\$12.699	\$21.037	\$33.736
PL-FTA	\$1.322	\$1.350	\$1.384	\$1.411	\$5.468	\$9.045	\$14.513
RAISE	\$0.00	\$4.300	\$12.100	\$2.600	\$19.000	\$0.00	\$19.000
RHC	\$0.903	\$0.903	\$0.903	\$0.903	\$3.610	\$5.415	\$9.025
STATE	\$61.549	\$58.100	\$58.100	\$58.100	\$235.849	\$348.600	\$584.449
STBGP-FLEX	\$8.800	\$20.450	\$12.300	\$5.500	\$47.050	\$24.350	\$71.400
STBGP-PHILA	\$19.977	\$20.376	\$20.784	\$21.199	\$82.336	\$136.403	\$218.739
STBGP-TRENTON	\$5.150	\$4.606	\$5.358	\$5.465	\$20.579	\$35.162	\$55.741
TA-PHILA	\$2.514	\$2.568	\$2.623	\$2.678	\$10.383	\$17.302	\$27.685
TA-TRENTON	\$0.648	\$0.662	\$0.676	\$0.690	\$2.677	\$4.460	\$7.137

Table 2 (Continued): Programmed Cost by Fund Code (In \$ Millions)

FUND CODE BY PROGRAM	FY24	FY25	FY26	FY27	FIRST-FOUR YEARS (FY24–FY27)	LATER FISCAL YEARS (FY28–FY33)	10-YEARS (FY24–FY33)
DRPA/PATCO TOTAL	\$27.673	\$28.137	\$28.576	\$29.040	\$113.426	\$176.665	\$290.091
DRPA	\$5.535	\$5.628	\$5.716	\$5.809	\$22.688	\$35.359	\$58.047
SECT 5307	\$5.956	\$6.086	\$6.206	\$6.346	\$24.594	\$40.924	\$65.518
SECT 5337	\$15.680	\$15.910	\$16.130	\$16.350	\$64.070	\$96.930	\$161.000
SECT 5340	\$0.502	\$0.513	\$0.524	\$0.535	\$2.074	\$3.452	\$5.526
NJ TRANSIT TOTAL	\$183.191	\$171.676	\$189.260	\$199.130	\$743.257	\$1,478.679	\$2,221.936
CASINO REVENUE	\$8.506	\$8.761	\$9.024	\$9.295	\$35.586	\$61.926	\$97.512
CMAQ	\$0.00	\$3.750	\$4.395	\$4.395	\$12.540	\$26.370	\$38.910
MATCH	\$0.437	\$0.437	\$0.437	\$0.437	\$1.748	\$2.622	\$4.370
NJ TURNPIKE	\$2.500	\$2.500	\$2.500	\$2.500	\$10.000	\$15.000	\$25.000
SECT 5307	\$38.905	\$38.645	\$52.154	\$58.584	\$184.288	\$491.701	\$675.989
SECT 5310	\$2.687	\$2.740	\$2.821	\$2.878	\$11.126	\$18.516	\$429.642
SECT 5311	\$1.361	\$1.388	\$1.430	\$1.458	\$5.638	\$9.385	\$15.023
SECT 5337	\$17.321	\$18.347	\$20.218	\$19.275	\$75.160	\$124.020	\$199.180
SECT 5339	\$21.403	\$5.364	\$4.759	\$4.900	\$36.425	\$32.591	\$69.016
STATE	\$94.072	\$89.744	\$91.522	\$95.408	\$370.746	\$696.549	\$1,067.295
DVRPC Region Total	\$595.076	\$516.350	\$636.826	\$579.202	\$2,327.454	\$3,262.637	\$5,470.090

Note: STATE-DVRPC funds are excluded because funds were previously appropriated by the state legislature.

Source: DVRPC, 2023

The IIJA/BIL is the federal legislation that Congress passed on November 5, 2021, and the President signed into law on November 15, 2021. The \$1.2 trillion IIJA/BIL reauthorizes the nation’s surface transportation and drinking water and wastewater legislation, and includes an additional \$550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and other infrastructure systems, approximately half of which goes to the U.S. Department of Transportation FY22–FY26. The bill focuses on making investments that will address equity, sustainability, resilience, climate change, safety, and asset condition—priorities that align strongly with the goals of Connections 2050.

The IIJA/BIL expands eligibility for, and changes some policy requirements in, legacy programs, and establishes several new formula-funded and discretionary programs. The IIJA/BIL includes a five-year, \$351 billion authorization of highway and bridge programs nationally and \$91 billion for transit programs. There is also \$110 billion in new spending from the General Fund for highway and bridges, primarily for a special bridge investment program (BRIP), electric vehicle charging, and several discretionary programs. IIJA/BIL includes \$118 billion to ensure the solvency of the Highway Trust Fund and authorizes several new Highway Trust Fund formula programs. There is also a new program for bridges (BOF) that reserves 15 percent of program funds for bridges not on the federal-aid system, and locally owned bridges not on the federal-aid system are eligible for a 100 percent federal share. Another new General Fund program is for electric vehicle charging along a designated alternative fuel corridor that is open to the general public or used by commercial operators from more than one company.

2.1 Financial Constraint

Toward the beginning of each TIP update, NJDOT develops estimated resources for use by DVRPC and the other MPOs. The resource estimates establish Highway and Transit funding levels that may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each MPO region must develop its TIP within the anticipated funding levels, thus maintaining the "fiscal constraint" of the TIP. The NJDOT Financial Tables that are included in Appendix B: Financial Tables Used in Developing the Program, including the STIP Introduction, describe how each of the various federal and state varieties of funds is distributed to the regions. It should be noted that actual levels of federal and state transit funding are determined annually through the state and federal budget development and appropriations processes, and as a result, the amounts applied to projects during a given year will vary (generally lower) from what is shown in the TIP. Since the TIP has been developed according to reasonable resource estimates, it meets the federal requirement of being financially constrained and allows projects in the region to seek federal authorization.

The New Jersey TIP makes information available for project costs beyond the formal four-year constrained period (FY24–FY27). Project phases appear in Later Fiscal Years (LFYs) (FY28–FY33), because it may take several years before the phase can advance due either to the technical effort that needs to be completed or to the continued funding constraints on the region. In any case, project costs shown in the TIP in LFYs do not technically have available or committed funding and cannot be federally authorized since they fall outside the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain commitment level to those projects by the region, the DVRPC FY2024 TIP for New Jersey does show a financially constrained 10-year program from FY24 to FY33 by using reasonable assumptions of funding levels that are currently available.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis showing that the agency is capable of maintaining its existing operations, as well as taking on the new capital projects and new services. NJ TRANSIT prepares a Transit Financial Capacity Analysis and submits it to FTA when required for specific projects. Additionally, NJ TRANSIT is subject to annual financial and single audits conducted by Deloitte, attesting to the financial position of the corporation; the integrity of its internal controls; and its compliance with applicable grant provisions, laws, and regulations.

NJ TRANSIT also certifies its financial capacity each year when it submits FTA's Certification and Assurances in the Transit Award Management System. FTA periodically conducts Triennial or State Management Reviews, which include an FTA-directed review of NJ TRANSIT's compliance in different areas, including its financial practices. The last FTA State Management Review occurred in 2022 for NJ TRANSIT. See Appendix B for FTA's

2019 NJ TRANSIT's Triennial Report and the State Management Review Report letter provided from the FTA to NJ TRANSIT for further details. DRPA/PATCO's Triennial Report and Review were underway at the time of this TIP's development.

2.2 Project Selection and Evaluation Process

The DVRPC TIP project selection process is performance-based and consensus-based, following an agreed upon Long-Range Plan/TIP Project Benefit Evaluation Criteria for new projects. (See Appendix F for details on the Long-Range Plan/TIP Project Benefit Evaluation Criteria that address federal requirements and link to the goals of DVRPC's Long-Range Plan). Projects listed in the TIP for the first time are considered "new" and are listed below. The project selection and evaluation process considered projects from the DVRPC Regional Highway Program, DVRPC's Local Concept Development Program, and NJDOT's Concept Development phase.

NEW PROJECTS APPEARING ON THE TIP FOR THE FIRST TIME ("NEW") | PROJECT DB #

Italicized projects listed are NJDOT sponsored projects.

Burlington County (Highway Program)

1. *DB# 21311 Route 295 and Route 38 Interchange Operational Improvements*
2. *DB# 13319 Rt 73, Dutch Road to Rt 70*
3. *DB# D2402 Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and Trail Linkages*

Camden County (Highway Program)

4. *DB# 16319 Route 30, Gibbsboro Road (CR 686)*
5. *DB# 22320 Systemic Backplate Pilot Program South*
6. *DB# D2213 Burnt Mill Road (CR 670) and White Horse Road (CR 673)*
7. *DB# D2404 White Horse Bridge/PATCO*
8. *DB# D2403 Camden LINK Trail*
9. *DB# 11326D Route 76, Bridge over Klemm Avenue, Conrail and South Branch Newton Creek, Contract 1*
10. *DB# D2204 Erial Road and College Drive Intersection*
11. *DB# D2203 CR 551 (Broadway) Elevation, Little Timber Creek to Route 130*

Gloucester County (Highway Program)

12. *DB# 18386 Route 44, Barker Avenue to Billingsport Road/Swedeseboro (CR 653)*
13. *DB# D2401 Resurfacing and Safety Improvement Berlin-Crosskeys Road (CR 689)*
14. *DB# D2405 Resurfacing & Safety Improvements to Kings Hwy/Salem Ave (CR 551)*

Mercer County (Highway Program)

15. *DB# 15301 Route 206, Hilltop Drive*
16. *DB# 18353 Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)*

DRPA/PATCO (Transit Program)

17. *DB# DR2303 PATCO Lindenwold Shop*
18. *DB# DR2304 PATCO Substation Improvements*
19. *DB# DR2305 PATCO Traction Power*
20. *DB# DR2306 PATCO Signal System*
21. *DB# DR2308 PATCO Retaining Wall & Embankment Restoration*
22. *DB# DR2307 PATCO Rail Replacement*

Statewide

23. DB# 22319 Sign Structure Replacement Contract 2021-2
24. DB# 23313 Specified Safety Program
25. DB# 23315 Tunnel Inspection, NTIS
26. DB# 19332 Vegetation Safety Management Program

PROJECTS THAT HAVE GRADUATED FROM THE STUDY AND DEVELOPMENT PROGRAM (THE “PRE-TIP” STAGE) AND APPEAR ON THE TIP FOR THE FIRST TIME (“NEW-G”/“NEW-LG”) | PROJECT DB # | PRIMARY PROJECT CATEGORY

Italicized projects listed are NJDOT sponsored “NEW-G.”

Burlington County

1. DB# D2202 CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement

Camden County

2. DB# D2204 Erial Road and College Drive Intersection
3. DB# D2203 CR 551 (Broadway) Elevation, Little Timber Creek to Route 130
4. *DB# 16319 Route 30, Gibbsboro Road (CR 686)*

Gloucester County

5. DB# D2216 Porchtown Road (CR 613) Bridge over Still Run at Iona Lake

“NEW-G” indicates that the NJDOT sponsored project has graduated from the Study and Development Program and is now a new project programmed in the Highway Program. “NEW-LG” indicates that this is a new project to the TIP because it has “graduated” from DVRPC’s Local Concept Development Program and advanced to the DVRPC Local Highway Program. Due to continued funding constraints and overwhelming needs that far exceed the region’s resources, local project candidates will continue to be identified for the local Concept Development process before they can be programmed for construction in the TIP in order to address potential issues that could arise and that may impact their overall schedule.

Program development occurs through a TIP subcommittee composed of regional stakeholders and is determined mostly by schedule and cost of existing projects in the Highway and Transit Programs, among other important considerations, that are ultimately constrained by the level of funding available over a 10-year programming horizon (FY24–FY33). Project managers and stakeholder subcommittee members have updated all project costs and schedules. DVRPC convened a series of subcommittee meetings with NJDOT, NJ TRANSIT, DRPA/PATCO staff, and city and county partners to review projects; identify the highest priorities, costs, and schedules; and to vet concerns and negotiate final programming. In addition, state “asset management” type projects that ranked very high within NJDOT’s statewide management systems for bridges, pavement projects, and drainage improvements are included as new projects. New and existing projects are consistent with and have been drawn from DVRPC’s Long-Range Plan.

Only new project candidates for the TIP were evaluated through the TIP Project Benefit Evaluation Criteria found in Appendix F. These are universal benefit evaluation criteria that can be used to evaluate Highway and Transit projects in both Pennsylvania and New Jersey counties of the DVRPC region. For specific, large-scale, major regional Long-Range Plan projects, or those using special fund categories, more specific project evaluation criteria will continue to be used. Also, it is important to note that the benefit evaluation criteria analysis is only one of many considerations in ultimate project selection. Local and regional priorities, asset management

system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and working to ensure a variety of project types are all factors that play into consensus-based TIP project selection. Transit agencies will screen transit projects internally before submitting them for more evaluation.

The full version of the Long-Range Plan/TIP Project Benefit Evaluation criteria that has been established for the TIP is found in Appendix F and online at www.dvrpc.org/LongRangePlanAndTIP. The criteria are summarized below in order from highest percentage/regional priority lowest percentage/regional priority.

1. **Safety (27 percent):** Project implements FHWA-proven safety countermeasures or other safety strategies with specific crash reduction factors; addresses identified high-crash locations and crashes in communities of concern, including high concentrations of low income, racial and ethnic minority, and disabled populations; or implements safety-critical transit projects that help meet safety performance measures identified by a Public Transportation Agency Safety Plan (PTASP).
2. **Facility/Asset Condition & Maintenance (22 percent):** Project brings a facility or asset into a state of good repair (SGR), extends the useful life of a facility, or provides reduced operating/maintenance costs.
3. **Equity (12 percent):** Project is located in census tract(s) with high Indicators of Potential Disadvantage (IPD) communities, including population assessment within the census tract(s). No points awarded to projects that increase vehicle speeds above 30 miles per hour (mph) or traffic volumes in tracts with above average or well-above-average IPD scores.
4. **Centers & The Economy (12 percent):** Project is located within a quarter mile of a Planning or Freight Center, within a high, medium-high, or medium transit-score area; location in a municipality that meets Economic Development Administration funding eligibility requirements, or within a half-mile of a major regional visitor attraction. Project is also awarded points if it provides a connection between two or more Centers and/or is part of a major-county-identified economic development project.
5. **Reliability & Congestion (11 percent):** Project is located in a CMP congested corridor and implements a CMP strategy appropriate for that corridor; is located on a road with a high Planning Time Index (PTI); or improves a transit facility with low on-time performance.
6. **Multimodal Use (9 percent):** Total number of person trips (driver trips + passenger trips + transit trips + bike trips + pedestrian trips) and daily trucks using the facility or asset; and overall benefit to multimodal trip making.
7. **The Environment (7 percent):** Project expected to deliver high air quality benefits (per FHWA guidance) and/or incorporates environmentally friendly design principles.

The Benefit Evaluation Criteria analysis is not the only consideration in project selection. Due to continued funding constraints and overwhelming needs that far exceed the region's resources, project candidates will continue to be identified for the Local Concept Development process before they can be programmed in order to address potential issues that could arise and that may impact their overall schedule.

2.3 The Long-Range Plan and Investing in the Region's Planning Centers

The Greater Philadelphia region is a mosaic of 351 townships, boroughs, and cities, each making its own land use decisions. Four geographic typologies are used to categorize these communities to simplify long-range planning policies. Known as Planning Areas, these aggregations of municipalities with some shared characteristics provide coarse insights into current and past conditions. The four Planning Areas are core cities

(Trenton and Camden in the New Jersey subregion, and Philadelphia and Chester in the Pennsylvania subregion); developed communities, which represent the region's older boroughs and townships; growing suburbs, which are experiencing or are forecasted to experience significant additional growth; and rural areas, where preservation and limited development are key.

Additionally, the Long-Range Plan identifies over 135 Plan Centers. These are areas with a high degree of existing development and are appropriate for future development. Centers are broken into six categories – metropolitan, planned, town, suburban, neighborhood, and rural—and defined in the *Connections 2050* Policy Manual and Process Manual. The TIP, serving as one of the Long-Range Plan implementation tools, funds a variety of projects that address the transportation needs of all categories of Plan Centers. Plan Centers for all New Jersey TIP projects are included on each project listing in the FY2024 TIP for New Jersey. A more complete discussion and illustration of Plan Centers is found in the Long-Range Plan on the DVRPC website at www.dvrpc.org/plan/.

2.4 Congestion Management Process (CMP)

The CMP is a systematic process for managing congestion that provides information on transportation system performance. The process identifies and prioritizes congested locations on the regional transportation network, analyzes potential causes, develops multimodal transportation strategies to mitigate congestion, and evaluates the effectiveness of implemented strategies to improve mobility, and enhance safety across the region.

These multimodal strategies include, but are not limited to, operational improvements, travel demand management (TDM), policy approaches, and additions to roadway and transit capacity. The CMP advances the goals of the Long-Range Plan and strengthens the connection between the Long-Range Plan and the TIP.

The CMP is updated on an approximately four-year cycle, so that it is complete before the start of the update to the Long-Range Plan. The CMP evaluates all new or amended TIP projects proposed for federal funding that are modeled for air quality conformity purposes and are considered likely to result in air quality conformity non-exempt project status.

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

- It provides technical information for consideration in updating the TIP as to what may be the most efficient subcorridors and transportation strategies for investment of the limited dollars available.
- It helps with reviewing and prioritizing the list of existing Study and Development proposals and with feeding new ones into the pipeline.
- It provides a range of multimodal supplemental strategies for reducing travel demand and getting the most value from an investment.
- It helps with reviewing and prioritizing regional study and development proposals, and selecting DVRPC corridor study locations, which later results in Study and Development proposals, along with other means of follow-through.

The CMP category of Major SOV Capacity-Adding Projects refers to projects that add roadway capacity in a way that affects regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. Where a project is consistent with the definition of a Major SOV Capacity-Adding project, the CMP includes the required table of supplemental strategies to reduce travel demand in a cost-effective manner that aligns with the Long-

Range Plan. Federal CMP regulations require that alternatives to building new SOV road capacity should be explored first, but where additional capacity is found to be appropriate and necessary, multimodal supplemental strategies to get the most long-term value from the investment must be included. The CMP is intended to ensure that the most effective and efficient strategies are considered and that adding SOV capacity is carried out in a manner that minimizes negative externalities and promotes the most long-term positive effect possible in an environment of limited funding. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent with the CMP early in planning phases for the most effective coordination. Further information about the CMP is available from the DVRPC Resource Center or on DVRPC's website at www.dvrpc.org/CongestionManagement.

2.5 Goods Movement and Economic Development

In accordance with federal requirements, freight is a primary planning factor in DVRPC's long-range transportation planning, TIP development, and technical studies. DVRPC's goal is to serve the region's freight ecosystem of manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers and to maintain the Philadelphia-Camden-Trenton region as an international freight center.

At the forefront of DVRPC's freight-planning program is the Delaware Valley Goods Movement Task Force. This broad-based freight advisory committee offers a forum for the private- and public-sector freight community to provide its unique perspectives on regional plans and specific projects. The Task Force shares information and technology between public and private freight interests, promotes the region's intermodal capabilities and capacity, and develops and implements a regional goods movement strategy.

The FAST Act created a new National Highway Freight Program (NHFP), which has been continued by the IIJA/BIL through FY2026 at an average of \$1.4 billion per year. Each state receives NHFP funds based on a federal-aid formula. For example, if a state receives 5 percent of federal-aid formula funding, the state will receive 5 percent of the NHFP funding. The IIJA/BIL increased the percentage of program funds that may be used for eligible multimodal projects from a 10 percent cap to a 30 percent cap.

The FAST Act (continued under the IIJA/BIL) also directed the FHWA administrator to establish a National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under MAP-21, to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following four subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system as determined by measurable national data. As of the 2022 Congressional re-designation of the PHFS, this network consists of 41,799 centerline miles, including 38,014 centerline miles of Interstate and 3,785 centerline miles of Non-Interstate roads. There are 381.72 miles of PHFS routes in the state of New Jersey.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. As of December 31, 2019, these portions amounted to approximately 10,265 centerline miles of Interstate nationwide and approximately 65.07 miles in New Jersey. This number and the total mileage of the NHFN will fluctuate with additions (including conversions of state routes) and deletions to the Interstate system.

- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area, to be designated by the states, which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The INFRA discretionary grant program, established in 2017 under the FAST Act, continues to award competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. With the passing of the IIJA/BIL in 2021, the INFRA program was updated to include new eligibilities for marine highway corridors functionally connected to NHFN and highway, bridge, or freight projects on the NHFN. In FY2021, the INFRA program awarded over \$905 million to help rebuild, repair, and revitalize infrastructure. Visit <https://www.transportation.gov/grants/infra-grant-program> for further information about the new INFRA program.

Statewide, NJDOT has a state-funded grant program, the Local Freight Impact Fund (LFIF), to assist counties and local municipalities with the mitigation of impacts on the local transportation system associated with the state's freight industry. Eligible projects include pavement preservation, truck safety and mobility, bridge preservation, and new construction in support of freight travel on municipal or county transportation infrastructure. Visit NJDOT's LFIF web page for the list of awards and more details at www.nj.gov/transportation/business/localaid/localfreight.shtm.

The Delaware Valley contains an intricate freight transportation network consisting of highways, rail lines, ports, airports, and pipelines. There are also many related support facilities, such as warehouses, manufacturing sites, rail yards, and truck stops. To support its freight planning activities, DVRPC offers a web-based PhillyFreightFinder freight mapping and data platform for the Delaware Valley that can be found at www.dvrpc.org/webmaps/PhillyFreightFinder. It pinpoints freight facilities and freight activity in the region and highlights how the various freight system components intertwine and complement one another. PhillyFreightFinder contains individual layers of infrastructure and facilities that are organized into several categories. PhillyFreightFinder has been created with a variety of uses and users in mind, ranging from county and city planners to the public and municipal officials. Further information about the Freight Planning Program at DVRPC is available on DVRPC's website at www.dvrpc.org/freight.

Projects listed in Table 3 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities; near manufacturing, office, or commercial locations; or along strategic corridors. The projects improve National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting primary freight corridors and industrial centers.

2.6 Toll Authority Highway, Transit, and Port-Related Projects

The toll authorities with facilities in the New Jersey subregion (Burlington County Bridge Commission [BCBC], Delaware River Joint Toll Bridge Commission [DRJTBC], DRPA/PATCO, New Jersey Turnpike Authority [NJTA], Pennsylvania Turnpike Commission [PTC], and South Jersey Transportation Authority [SJTA]) undertake

numerous significant highway, transit, and port-related projects by utilizing their own funds. Although not included in the TIP’s project listings or funding summaries, toll authority projects are important to identify to provide a more complete picture of the transportation investments and priorities throughout the DVRPC region. The projects are listed, along with their associated costs, in Table 4.

2.7 Study and Development

Future TIP projects are likely to be generated from the Study and Development (“pre-TIP”) process. This process takes a selected highway deficiency through the steps of Problem Documentation and Concept Development in order to make candidate projects ready for consideration in the next TIP update for the phases of Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction. The entire Study and Development Program for the New Jersey counties is presented in Chapter 8 of this document.

Table 3: Supporting Projects that Facilitate Goods Movement and Economic Development

GOAL	DB #	COUNTY
INTEGRATE FREIGHT CENTERS WITH SAFETY, ENVIRONMENTAL, AND COMMUNITY GOALS		
Burlington County Roadway Safety Improvements	D0302	Burlington
Local CMAQ Initiatives	X065	Various
Local Freight Impact Fund	17390	Various
FACILITATE DELIVERIES AND THE GROWTH OF CENTRAL BUSINESS DISTRICTS		
Transportation Alternatives Program	X107	Various
ENHANCE PRIMARY TRUCK ROUTES AND THE NATIONAL HIGHWAY FREIGHT NETWORK		
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	12380	Burlington
Route 1, Alexander Road to Mapleton Road/Plainsboro-Cranbury Road	17419	Mercer
Transportation Systems Management and Operations (TSMO)	01300	Various
Route 295/42/I-76, Direct Connection, Contract 4	355E	Camden, Gloucester
Route 76, Bridges over Route 130	11326A	Camden
Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2	11326B	
Route 76/676 Bridges and Pavement, Contract 3	11326C	
Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)	18313	Camden
INCREASE FREIGHT RAIL UTILITY		
Rail-Highway Grade Crossing Program, Federal	X35A1	Various
Rail-Highway Grade Crossing Program, State	X35A	Various
New Jersey Rail Freight Assistance Program	X34	Various
IMPROVE PORTS AND AIRPORTS		
Maritime Transportation System	01309	Various
Airport Improvement Program	08415	Various

Source: DVRPC, 2023

Table 4: Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting the DVRPC New Jersey Region

FACILITY	COST (IN MILLIONS)	COUNTY
BURLINGTON COUNTY BRIDGE COMMISSION (BCBC)		
Burlington-Bristol Bridge Tower Spans 4 and 6 Deck Replacement Repairs	\$15.4 from FY23-27	Burlington
Burlington-Bristol Bridge Mechanical Upgrade/Repairs	\$1.5 from FY23-27	Burlington
Riverside Delanco Bridge Painting Repairs	\$3 from FY23-27	Burlington
Riverside Delanco Mechanical Upgrade/Repairs	\$1 from FY24-27	Burlington
Tacony-Palmyra Bridge Piers E and F Fender System Replacement Repairs	\$16 from FY24-27	Burlington
Tacony-Palmyra Bridge Traveler System Repairs	\$1.8 from FY24-27	Burlington
MU Structural Maintenance Contract	\$10 from FY24-27	Burlington
MU Electrical Maintenance Contract	\$8 from FY24-27	Burlington
Burlington-Bristol Bridge Lift Span Steel Repairs	\$3 from FY24-27	Burlington
Burlington-Bristol Bridge Bristol Powerhouse Rehabilitation Repairs	\$0.5 from FY24-27	Burlington
Tacony-Palmyra Bridge Bascule Span Steel Repairs	\$1 from FY24-27	Burlington
Tacony-Palmyra Bridge Rib Light Replacement Repairs	\$1.5 from FY24-27	Burlington
Burlington-Bristol Bridge Sheave, Trunnion and Counterweight Rope Replacement Repairs	\$9 from FY24-27	Burlington
Tacony-Palmyra Bridge, Burlington-Bristol Bridge, Riverside Delanco, PC Marine Waterway Pier and Fender System Rehabilitation Repairs	\$3 from FY24-27	Burlington
Tacony-Palmyra Bridge Gusset Plate Repairs	\$3 from FY24-27	Burlington
Tacony-Palmyra Bridge and Burlington-Bristol Bridge Milling and Resurfacing Repairs	\$2 in FY23	Burlington
Tacony-Palmyra Bridge and Burlington-Bristol Bridge iCOMPASS Structural Health Monitoring System	\$2.6 in FY23	Burlington
PCNP Trail, Boardwalk and Observation Deck Repairs	\$2.5 in FY23	Burlington
Tacony-Palmyra Bridge Submarine Cable Replacement Repairs	\$1 in FY23	Burlington

Table 4: Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting the DVRPC New Jersey Region (Continued)

FACILITY	COST (IN MILLIONS)	COUNTY
BURLINGTON COUNTY BRIDGE COMMISSION (BCBC)		
Tacony-Palmyra Bridge and PCNP EV Charging Stations	\$0.25 in FY23	Burlington
Tacony-Palmyra Bridge Bascule Span Motors (4) Rehabilitation	\$0.25 in FY23	Burlington
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)		
T-M TB Route 1 & PA Avenue Interchange Improvements Study: Study of the Route 1 & Pennsylvania Avenue Interchange in Pennsylvania at the Trenton - Morrisville Toll Bridge to identify improvements to the interchange for safety and improved operations which will need to include an analysis of possible widening of PennDOT Route 1 bridge over RR & canal to improve entrance ramp acceleration lane.	\$0.250	Mercer
Calhoun Street TSB Cleaning & Painting: This project will consist of painting and misc. repairs to the Calhoun Street Toll Supported Bridge.	\$10.1 from FY24-30	Mercer
Trenton-Morrisville Toll Bridge: Study, design and implementation of All Electronic Tolling at the Trenton-Morrisville Toll Bridge.	\$5.2 from FY24 – 24	Mercer
Lower Trenton Toll-Supported Bridge: This project includes the cleaning and painting of the main river bridge and (grid) deck replacement.	\$28.1 from FY25	Mercer
Washington Crossing Bridge Replacement: Preliminary Engineering / Environmental Assessment, Study, Design, Construction for replacement of the Washington Crossing Toll- Supported Bridge across the Delaware River.	\$146.2 from FY24 – 29	Mercer
DELAWARE RIVER PORT AUTHORITY (DRPA)/PORT AUTHORITY TRANSIT CORPORATION (PATCO)		
Benjamin Franklin Bridge: Suspension Spans Rehabilitation.	\$45 from FY24-33	Camden
Benjamin Franklin Bridge: Approach Spans Rehabilitation - Painting & Steel Repairs.	\$81.8 from FY24-33	Camden
Benjamin Franklin Bridge: Masonry Rehabilitation.	\$20 from FY24-33	Camden
Walt Whitman Bridge: Cable Investigation & Dehumidification. Design and construction of Cable Dehumidification which includes the installation of a dehumidification system for the main cables and anchorages	\$29 from FY24-33	Camden

Table 4: Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting the DVRPC New Jersey Region (Continued)

FACILITY	COST (IN MILLIONS)	COUNTY
DELAWARE RIVER PORT AUTHORITY (DRPA)/PORT AUTHORITY TRANSIT CORPORATION (PATCO) (Continued)		
Walt Whitman Bridge: PA Approach De-leading & Painting. De-leading and painting of all PA overpasses, toll tunnel, and WWB PA approach stringer spans	\$22.5 from FY24 – 33	Camden
Walt Whitman Bridge: Approach Spans Joint Rehabilitation. Replacement of asphaltic plug joints previously installed in 1995 that are at the end of their useful life. Replacement of joints will help to extend useful life bridge structural components including the piercaps and beam ends.	\$10.25 from FY24 – 33	Camden
Walt Whitman Bridge: Tower Link Rehabilitation - Phase 2. Previously replaced 4 original tower link pins. This work will replace the remaining original tower link pins.	\$3.9 from FY24 – 33	Camden
Walt Whitman Bridge: I-76 Over I-95 Resiliency Improvement. Address piers located adjacent to I-95 and the superstructure over I-95, in cooperation with PennDOT to reduce impacts to motorists. Work to include concrete repairs, standpipe replacement, and additional coatings.	\$2.3 from FY24 – 33	Camden
Commodore Barry Bridge: De-leading and Repainting.	\$100 from FY24-33	Gloucester
Commodore Barry Bridge: Structural Steel Rehabilitation - Structural steel repairs in the main thru-truss section of the bridge. Work also includes bracing, vibration dampeners, and steel repairs and painting over Amtrak. Deck rehabilitation in lanes 2,3 & 4 will also be included.	\$60 from FY24-33	Gloucester
Betsy Ross Bridge: Painting and Steel Repairs.	\$74 from FY24-33	Camden
Betsy Ross Bridge: Painting and Steel Rehabilitation-NJ Rt. 90 Overpasses. This project will include concrete and steel repairs and painting of the NJ Rte. 90 overpass over Rte 130.	\$8 from FY24-33	Camden
PATCO: DC Power Upgrades that will include the rehabilitation of DC power equipment in five New Jersey substations.	\$12.1 from FY24-33	Camden
PATCO: Replace Transformers at Electrical Substations - Phase 3. This project provides for significant upgrades to PATCO's Birch Street Substation. This project includes installation of traction power transformers, traction power rectifier units, DC switchgear, AC switchgear, battery system, and AC and DC distribution panelboards.	\$35 from FY24-33	Camden

Table 4: Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting the DVRPC New Jersey Region (Continued)

FACILITY	COST (IN MILLIONS)	COUNTY
SOUTH JERSEY TRANSPORTATION AUTHORITY (SJTA)		
Bridge Rehabilitation: General rehabilitation of Atlantic City Expressway bridges including repairs to superstructure, deck rehabilitation and/or replacements, and replacement of substandard parapets and sidewalk.	\$36 from FY24-33	Camden, Gloucester, and Atlantic
Pavement Rehabilitation: Annual Atlantic City Expressway resurfacing program.	\$46 from FY24-33	Camden, Gloucester, and Atlantic
Culvert Rehabilitation: General rehabilitation of Atlantic City Expressway culverts, including replacement of aging corrugated metal pipe.	\$3 from FY24-33	Camden, Gloucester, and Atlantic
Environmental Mitigation—Roadway: General rehabilitation of Atlantic City Expressway stormwater management facilities.	\$2.5 from FY24-33	Camden, Gloucester, and Atlantic
Roadway Rehabilitation: General rehabilitation of roadway assets, including barrier wall, shoulders, embankments, guiderail and signage.	\$2.5 from FY24 – 33	Camden, Gloucester, and Atlantic
SJTA Facilities: Rehabilitation/Replacement/Improvements to STJA facilities, including Service Areas, Maintenance Yards, and Parking Facilities. Projects include building rehabilitation and/or replacement, water and sewer utility improvements, weather station upgrades, energy efficiency improvements, removal of underground fuel storage facilities, construction of above-ground fuel storage facilities and parking garage rehabilitations.	\$30 from FY24 – 33	Camden, Gloucester, and Atlantic
ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 31.6 to 44.2. Project is in Preliminary Design.	\$180 from FY24 – 33	Camden, Gloucester
NEW JERSEY TURNPIKE AUTHORITY (NJTA)		
TPK Mainline Capacity Enhancements Between I/C 1 - 4: This project includes design and construction of one additional lane and full shoulders in each direction between Interchange 1 to 4, MP 0.0 to MP 36.5. Geometric and operational needs for all interchanges, ramps, toll plazas and service areas within the Program limits will be considered. The program is in its preliminary design phase. Final Design is expected to begin mid-2023.	\$3,451 from FY23-33	Camden, Gloucester, and Burlington
GSP AET Program (Tolling Equip & Infrastructure): This project includes design and construction for the removal of conventional toll plazas and installation of overhead gantries for toll collection operations by All Electronic Tolling methods. This project is currently in the planning phase.	\$552.7 from FY23-33	Burlington
PENNSYLVANIA TURNPIKE COMMISSION (PTC)		
I-95 at PA Turnpike Interchange—Stage 3—Replacement of the Delaware River Bridge and Reconstruction of the Approach Roadways: Includes the complete replacement of the Delaware River Bridge and the reconstruction of the approach roadways. This work is being performed in partnership with NJTPK. Project is currently in the Design Phase.	\$750 from FY33-37	Burlington, Bucks (PA)

Source: BCBC DRJTBC, DRPA, SJTA, and PTC, 2023

2.8 Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date or that congressional earmarks fund for specific types of projects. Examples include the Transportation Alternatives Set-Aside (TA Set-Aside or TASA) Program, the Safe Routes to School (SRTS) Program, and the DVRPC Congestion Mitigation and Air Quality (CMAQ) Program.

Transportation Alternatives Set-Aside

The IIJA/BIL's STBG sets aside funding for the continuation of the Transportation Alternatives Program (TAP), which was established under MAP-21 as an amalgamation of the previous authorization's Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and Safe Routes to School (SRTS) programs. Under the FAST Act, this program was no longer called TAP; however, New Jersey decided to continue to use TAP, known as "TA Set-Aside." Eligibility requirements of the TA Set-Aside program have remained largely the same as with previous programs. Transportation Alternatives (TA) projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety and mobility among other benefits. TA Set-Aside eligible projects focus on non-traditional projects designed to enhance the experience of transportation, mitigate the impact of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. For example, projects may involve on- and off-road trail facilities for pedestrians, bicyclists, and those who use non-motorized forms of transportation.

Not only is there a statewide TA funds allocation, but there is also a direct allocation of TA funds to urbanized areas at varying population levels. All TA funds (TA-FLEX, TA-L5K, TA-B5K200K, TA-PHILA, and TA-TRENTON) must be awarded through a competitive process, whether the funds come from regional MPO funds or from the statewide allocation. Much like the Competitive CMAQ Program, projects are subjected to a rigorous evaluation process before the priority list of projects is selected. Projects seeking TA funds are required to be submitted by TA-eligible sponsors and to undergo a competitive selection process. For more information about the New Jersey TA Set-Aside Program, visit www.dvrpc.org/TAP. In previous years, New Jersey's TE project selection process occurred at the state level with MPO involvement. Table 5 provides a full listing of projects that were selected since the year 2000 through the previous TE and the latest TAP Program for New Jersey. This is not an annual program due to timing of projects and the amount of funds available to DVRPC. The REC TRAILS Program has continued funding the development and maintenance of recreational trails and trail-related facilities for motorized and non-motorized uses as a TA Set-Aside.

Safe Routes to School

The SRTS Program is funded through FHWA's Federal Aid Program and is administered by NJDOT, in partnership with New Jersey MPOs (DVRPC, NJTPA, and SJTPO). The objectives of the SRTS program are to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and to facilitate the development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of New Jersey's primary and middle schools (grades K–8). Projects must be located within two miles of a school that serves students in grades K–8. The final project selections are approved by the NJDOT Commissioner and each MPO. This is not an annual program due to timing

of projects and the amount of funds available to DVRPC. See Table 6 for the complete list of selected SRTS projects from FYs 2008, 2009, 2012, 2014, 2016, 2017, 2018, 2019, and 2022.

DVRPC Competitive Congestion Mitigation and Air Quality (CMAQ) Program

CMAQ was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, the FAST Act, and the IIJA/BIL. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements, bicycle and pedestrian facilities and outreach efforts, traffic flow improvements, ridesharing and other demand management programs, alternative fuel vehicles, projects that will reduce idling emissions and diesel engine retrofits. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program and generally opens the application period for new CMAQ-eligible projects every few years. Any public agency or public-private partnership may submit projects to DVRPC for consideration. The CMAQ Subcommittee (also known as the Competitive CMAQ Committee) of the DVRPC RTC evaluates the projects and makes recommendations to the DVRPC Board for final selection. The most recent round concluded in 2021 with almost \$5 million of CMAQ funds awarded to projects for obligation by the end of federal FY2024. See Table 7 for a list of CMAQ project awards since FY2012. For more information about the Competitive CMAQ Program, please visit www.dvrpc.org/cmaq.

DVRPC Regional Trails Program

With financial support from the William Penn Foundation, DVRPC's Regional Trails Program provides planning assistance and financial support to trail developers, counties, municipalities, and non-profit organizations to complete The Circuit, Greater Philadelphia's 800-mile network of multiuse trails. The Circuit Trails system takes advantage of the many opportunities to build and connect trails across the region, which is a product of the area's success in repurposing unused rail corridors and developing linear parks along the region's waterways. The Circuit will also serve as the backbone for a network of "bicycling highways," which will allow safe and efficient travel by bicycle between homes, businesses, parks, schools, and institutions, free from motorized traffic. For more information about the Regional Trails Program or The Circuit, visit www.dvrpc.org/Trails/RegionalTrailsProgram.

DVRPC New Jersey Local Roadway Safety Program

Using funding from the line item, Local Safety/High Risk Rural Roads Program (DB #04314), in the TIP, DVRPC solicits federal Highway Safety Improvement Program (HSIP)-eligible projects from municipal and county roadway owners via its New Jersey Local Safety Program to advance safety improvement projects on local roadways. This is a competitive program that funds the design and construction phases of HSIP-eligible safety projects that are consistent with New Jersey's 2020 Strategic Highway Safety Plan at www.saferoadsforallnj.com. The line-item description of the Local Safety/High Risk Rural Roads Program (DB #04314) in the TIP lists selected projects that anticipate authorization during the life of the TIP. DVRPC also funds HSIP-eligible local projects with its STBGP-PHILA or STBGP-TRENTON funds as appropriate. Visit www.dvrpc.org/Transportation/Safety/LocalSafetyProgram for program details.

DVRPC Safe Routes to Transit Technical Assistance Program

DVRPC's Safe Routes to Transit-NJ is a technical assistance program that seeks to assist municipalities in bridging the gap between planning and implementation by identifying potential funding sources early in project development. DVRPC will assist municipal or county project sponsors in shaping projects and/or

performing planning-level design that will make strong applications for funding sources, such as TA SetAside.

This technical assistance program matches eligible municipalities and counties with DVRPC staff to navigate the process of designing and funding pedestrian and bicycle improvements around rail stations. In the fall of 2016 and again in 2018, DVRPC invited counties and municipalities to submit an online application identifying issues in their transportation networks that inhibit safe, comfortable pedestrian and bicycle access to rail stations. With participation from transit agency and county partners, DVRPC project staff evaluated applications and selected three stations New Jersey. Stations were selected based on the impact of these issues and on the project sponsor's demonstrated commitment to pursue Final Design and Construction funding following DVRPC's study. The stations in New Jersey selected in 2016 and 2018/2019 are as follows:

- Bordentown Station along NJ TRANSIT's RiverLINE in the City of Bordentown, Burlington County, New Jersey;
- Florence Station along NJ TRANSIT's RiverLINE in Florence Township, Burlington County; and
- West Trenton Station along the Southeastern Pennsylvania Transportation Authority's West Trenton Line in Ewing Township, Mercer County.

Visit this program's web page for further details at www.dvrpc.org/SafeRoutesToTransit.

DVRPC Transportation and Community Development Initiative (TCDI)

TCDI continues to be federally funded in the TIP to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state, and regional planning objectives. The program typically opens every two years. Visit the program's web page at www.dvrpc.org/TCDI for all project awards and further details.

DVRPC Travel Options Program (TOP): Moving Better, Together

In 2021, the TOP was established as a new DVRPC competitive travel demand management (TDM) program to support innovative projects that will provide better access to more travel options and respond to A New Route to Better Travel for All: The Regional TDM Plan. The first round of awarded projects is listed in Table 9 on subsequent pages. See details at www.dvrpc.org/top.

Table 5: Transportation Enhancements and Transportation Alternatives Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY \$15.026 MILLION TOTAL			
2000	Beverly	Cooper Street Gateway Project ^(ARRA-TE)	\$228,000
2000	Pemberton	North Pemberton Railroad Station Rehabilitation ^(TE)	\$35,000
2000	Pemberton	North Pemberton Railroad Station Phase 2 ^(TE)	\$250,000
2001	Riverton	Historic Streetscape Enhancement Project ^(TE)	\$335,000
2002	Palmyra	Broad Street Pedestrian Revitalization Project—Final Phase ^(TE)	\$500,000
2002	Willingboro	Willingboro Town Center Bikeway/Walkway and Landscaping Features ^(TE)	\$500,000
2003	Edgewater Park	Cooper Street Revitalization Project ^(TE)	\$410,000
2003	Medford	Medford Township Bicycle Network Plan ^(TE)	\$300,000
2008	Various Municipalities	NJ Pinelands Birding and Wildlife Trails ^(TE)	\$512,000
2009	Mount Holly	Pedestrian Safety and Beautification Improvements at The Mount (ARRA-TE)	\$160,000
2009	Palmyra	Market Street Gateway Improvement Project (ARRA-TE)	\$260,000
2012	Burlington	Phase V TE: Broad Street/Towne Center Station, Pedestrian Route & Beautification Improvement Plan (TE)	\$216,000
2012	Wrightstown	North Fort Dix Street Pedestrian and Landscape Improvements (TE)	\$510,000
2015–2016	Delanco, Delran, Riverside	Rancocas Creek Greenway-Amico Island to Pennington Park (Circuit)4	\$2,900,000
2015–2016	Fieldsboro, Florence, Bordentown. and Mansfield	Delaware River Heritage Trail, Route 130 Bypass, Fieldsboro to Florence Connector Trail (Circuit)4 (TAP)	\$2,320,000
2017	Moorestown	Lenola Town Center Improvements Plan (TE)	\$971,000
2017	Mount Holly	Mount Holly Streetscape Project – High Street Phase II (TE)	\$483,000
2019	Florence	Fifth Street Rail to Trail	\$562,000
2019	Palmyra	Temple Boulevard Enhancements	\$343,000
2021	Edgewater Park	Heritage Trail Shared-Use Path and On-Road Improvements	\$440,000
2023	Riverside	Lawrence Station Road Connector Trail	\$746,000
2023	Mount Holly	Township of Mount Holly Streetscape Project	\$559,000
2023	Medford	Main Street – North-South Bike/Ped Connector at Church, Wilkins Station, Route 70, Main and Stokes	\$1,486,000
CAMDEN COUNTY \$22.042 MILLION TOTAL			
2000	Berlin	Berlin Hotel Historic Preservation Program ^(TE)	\$523,000
2000	Camden	Mickle Boulevard Interior Gateway ^(TE)	\$471,000
2001	Camden	Johnson Park Station Stop Streetscape Project ^(TE)	\$500,000
2001	Camden	Battleship New Jersey Historic Museum ^(TE)	\$400,000
2002	Barrington	Streetscape Improvements to Clements Bridge Road ^(TE)	\$250,000
2002	Gloucester	Gloucester City Streetscape Improvement ^(TE)	\$480,000
2002	Haddon	Streetscape Improvements to Haddon Avenue ^(TE)	\$300,000

Table 5 (Continued): Transportation Enhancements and Transportation Alternatives Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
CAMDEN COUNTY (Continued)			
2002	Pine Hill	Pine Hill Streetscape Project ^(TE)	\$478,000
2003	Haddon	Streetscape Improvements to Haddon Avenue, Phase 2 ^(TE)	\$512,000
2003	Haddon Heights	Historic Railroad Corridor Enhancement (TE)	\$379,000
2003	Runnemede	Route 168 (Black Horse Pike) Corridor Revitalization (TE)	\$552,000
2004	Barrington	Streetscape Improvements to Clements Bridge Road (CR 573)—Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass (TE)	\$500,000
2004	Berlin	Berlin Township Transportation Enhancement Program (TE)	\$400,000
2004	Gibbsboro	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686) (TE)	\$500,000
2009	Camden	Martin Luther King Boulevard Project (ARRA-TE)	\$750,000
2009	Gloucester	Market Street Commons and Streetscape (ARRA-TE)	\$485,000
2009	Gloucester	Burlington Street Streetscape Improvement Program (ARRA-TE)	\$523,000
2009	Gloucester	Streetscape Project on Broadway Street (between Monmouth and Hudson Streets) (ARRA-TE)	\$270,000
2009	Haddonfield	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements (ARRA-TE)	\$570,000
2009	Merchantville	Chestnut Avenue Pedestrian/Bikeway Extension (ARRA-TE)	\$150,000
2009	Mount Ephraim	Kings Highway Streetscape Improvements, Phase II(ARRA-TE)	\$290,000
2012	Barrington	Clements Bridge Road Streetscape Improvements from NJ Turnpike Bridge to Borough Boundary (TE)	\$539,000
2012	Merchantville	West Maple Avenue Streetscape Improvement Project (TE)	\$51,000
2014	DRPA	Benjamin Franklin Bridge South Walkway Bicycle and Pedestrian Ramp Project (TAP)	\$800,000
2014	Merchantville, Pennsauken	Pennsauken-Merchantville Multiuse Trail (Circuit)(TAP)	\$755,000

Table 5 (Continued): Transportation Enhancements and Transportation Alternatives Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
CAMDEN COUNTY (Continued)			
2015 – 2016	Camden City, Cherry Hill, Collingswood, Haddon, Pennsauken	Cooper River Park Access Improvements (Circuit) ⁴	\$600,000 ⁴
2017	Camden County	Camden County Grove Street Trail Connector (TE)	\$255,000
2017	City of Camden	North Camden Waterfront Park Development Project (TE)	\$825,000
2017	Merchantville	Merchantville Pedestrian Street (TE)	\$861,000
2019	Audubon, Haddon Heights	Atlantic Avenue Trail	\$1,220,000
2019	City of Camden	River Birch Trail	\$680,000
2019	Gibbsboro	Phase 5 Bikeway and Streetscape Improvements along Lakeview Drive from Kresson Road to Silver Lake	\$408,000
2019	Gloucester	Lakeland Road Connector Trail	\$540,000
2021	Camden City	Cooper River Bike/Ped Bridge Project in the area of Admiral Wilson Blvd. and Flanders Boulevard	\$1,000,000
2023	Pennsauken	Burlington-Camden Trail with Bridge over Route 130	\$1,225,000
2023	Gibbsboro Borough	Phase 6 Bikeway and Streetscape Improvements along Lakeview Drive (CR561)	\$1,500,000
2023		Camden County LINK Trail, Segment 1E Project	\$1,500,000
GLOUCESTER COUNTY \$9.163 MILLION TOTAL			
2001	Glassboro	Pedestrian Streetscape Enhancement Program ^(TE)	\$124,000
2001	Wenonah	Creating a Heart for Wenonah ^(TE)	\$350,000
2002	Paulsboro	Pedestrian, Bus, and Bicycle Enhancement in Central Business District ^(TE)	\$150,000
2002	Westville	Westville Pedestrian Transportation Enhancement Program ^(TE)	\$500,000
2003	Glassboro	Glassboro’s Streetscapes Project—Phase V ^(TE)	\$300,000
2005	Glassboro	Paving the Way to Glassboro’s Downtown-Streetscapes Phase VI ^(TE)	\$150,000
2005	Swedesboro	Swedesboro Pedestrian Transportation ^(TE)	\$200,000
2009	Glassboro	Rebuilding Glassboro’s Historic Train Station ^{1 (ARRA-TE)}	\$1,101,400 ¹
2009	Paulsboro	Paulsboro Pedestrian Streetscape, Phase 2 – Central Business District ^(TE)	\$425,000
2009	Woodbury	Pedestrian Safety and Wayfinding Signage ^(ARRA-TE)	\$194,000

Table 5 (Continued): Transportation Enhancements and Transportation Alternatives Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
GLOUCESTER COUNTY (Continued)			
2012	Merchantville, Pennsauken	West Maple Avenue Streetscape Improvement Project ^(TE)	\$51,000
2014	Wenonah	Multimodal Transportation Improvements to Mantua Avenue, from Monroe Avenue to Marion Avenue ^(TAP)	\$900,000
2015–2016	Monroe, Washington	Washington Township and Monroe Township Bikeway ⁴	\$1,500,000 ⁴
2023	Woodbury	City of Woodbury Pedestrian Path Network along Hester’s Branch and Woodbury Creek	\$1,500,000
2023	Elk	Elephant Swamp Shared-Use Trail Improvements	\$1,408,000
MERCER COUNTY \$10.729 MILLION TOTAL			
2000	Hamilton	Delaware & Raritan Canal State Park—Bordentown Outlet, Phase 1 ^(TE)	\$948,000
2000	Trenton	Roebing Phase 3, Rehabilitation for the Invention Factory ^(TE)	\$250,000
2001	Lawrence	Route 1 Pedestrian Overpass—D & R Canal State Park ^(TE)	\$1,250,000
2001	Trenton	Inventory Factory Bridge Exhibit ^(TE)	\$1,609,823
2002	Hamilton	South Broad Street Streetscape ^(TE)	\$985,000
2002	Princeton	Regional Bicycle and Pedestrian Bridge at Stoney Brook ^(TE)	\$500,000
2003	Lawrence	Lawrenceville Main Street Transportation Streetscape Improvement ^(TE)	\$190,000
2004	Hightstown	Hightstown TE ^(TE)	\$444,000
2005	Hopewell	Streetscape Improvements to the Intersection of Broad Street and Greenwood Ave. ^(TE)	\$154,000
2009	Hightstown	Stockton Street Historic District Streetscape Infrastructure Project ^{2 (ARRA-TE)}	\$994,646 ²
2009	Hopewell	Hopewell Borough Streetscape Improvements Project, Phase II ^{3 (ARRA-TE)}	\$935,000 ³
2012	East Windsor	Route 571 Sidewalks to Transit (TE)	\$124,000
2012	Hopewell	Hopewell Borough—Streetscape Phase 3 and Final (TE)	\$235,000
2014	Hightstown	Peddie Lake Dam Pedestrian Bridge (TAP)	\$331,000
2021	City of Trenton	Greenwood Avenues Streetscape Project	\$519,000
2023	Lawrence	Lawrence Station Road Connector Trail	\$1,260,000

Notes:

1. The original award amount for the project, Rebuilding Glassboro’s Historic Train Station, is \$250,000 ARRA-TE. ARRA-TE funds are from the federal American Recovery and Reinvestment Act of 2009 (ARRA), which are also known as ARRA-TE.
2. The original award amount for the project, Stockton Street Historic District Streetscape Infrastructure Project, is \$1,690,000 ARRA-TE.
3. The original award amount for the project, Hopewell Borough Streetscape Improvements Project, Phase II, is \$917,000 ARRA-TE.
4. In 2015–2016, through conversations with member agencies, DVRPC identified project candidates to submit to NJDOT for consideration of unobligated TE and TAP funds from SAFETEA-LU and MAP-21 in order to expend such funds. Of the projects submitted, NJDOT approved four projects in the DVRPC region to utilize such funds.

Sources: DVRPC, NJDOT Local Aid, 2023

Table 6: Safe Routes to School Projects (DB #99358) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY \$1.961 MILLION TOTAL			
2008	Riverton	Riverton Safe Crossings Project	\$23,000
2009	Maple Shade	Maple Shade Safe Routes to Maude Wilkins School at Cutler Avenue	\$200,000
2009	Mount Holly	Ensuring a Safe Route to School in Mount Holly	\$125,000
2012	Edgewater Park	Stevenson Avenue & East Franklin Avenue Multiuse Path	\$113,000
2014	Southampton	Pedestrian Infrastructure Upgrades (Access & Safety). Campus—Schools 1, 2, 3	\$92,000
2016	Eastampton	SRTS: Eastampton Community School—Pedestrian Multiuse Path and Walking Route Improvements	\$429,000
2016	Maple Shade	Phase 1: SRTS Pedestrian Safety Improvements. Frederick Avenue & S. Clinton Avenue	\$257,000
2016	Pemberton	Phase 1: Busansky/Emmons Schools Multimodal Improvements	\$466,000
2022	Pemberton	Phase 2: Busansky/Emmons Schools Multimodal Improvements	\$256,000
CAMDEN COUNTY \$5.460 MILLION TOTAL			
2008	Chesilhurst	New Jersey Safe Routes to School Program for Chesilhurst Borough	\$256,000
2008	Magnolia	Magnolia Safe Routes to School—Infrastructure and Non-Infrastructure Programs	\$156,000
2018	Voorhees	Echelon Road Pedestrian Improvements	\$370,000
2009	Clayton	Clayton SRTS Sidewalk Extension and Warning Beacons	\$130,000
2009	East Greenwich	Township of East Greenwich—Construction of Crosswalks at Various Locations: Construction Phase	\$20,000
2012	Haddonfield	FY2012 Safe Routes to School Pedestrian Safety Infrastructure Improvements	\$300,000
2012	Lindenwold	Concrete Sidewalk Installation: School #5, School #4, and High School	\$330,000
2012	Voorhees	Kresson Road Sidewalk Improvements	\$74,000
2014	City of Camden	Morgan Village Safe Routes to School Project	\$317,200
2014	Collingswood	Collingswood Safe Routes to School and Traffic Calming	\$241,000
2016	Gloucester City	Gloucester City Middle School Improvements and Pedestrian Safety Improvement Program	\$343,000
2018	National Park	National Park Borough Safer Routes to National Park School	\$156,000
2022	Bellmawr	Borough of Bellmawr Safe Routes to School – Peach Road and Victory Drive Intersection Improvements	\$422,000
2022	Haddon Heights	Borough of Haddon Heights Safe Routes to School- Installation of Missing Sidewalks	\$1,200,000
2022	Voorhees	Echelon Center Pedestrian Improvements	\$675,000
2022	Clementon	Borough of Clementon Safe Routes to School – Intersection Improvements	\$470,000

Table 6 (Continued): Safe Routes to School Projects (DB #99358) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
GLOUCESTER COUNTY \$632,000 TOTAL			
2022	Clayton	NJDOT Safe Routes to School Program FY2022	\$632,000
MERCER COUNTY \$2.917 MILLION TOTAL			
2009	Hightstown	Summit Street Sidewalk Improvements	\$147,000
2009	Pennington	S. Main Street and W. Delaware Avenue Crosswalk—Sidewalk Improvements	\$220,000
2012	Hamilton	Klockner, Morgan, and University Heights Pedestrian Safety Improvements	\$275,000
2014	Hightstown	Improvements to Stockton Street and Joseph Street	\$275,000
2014	Princeton	Pedestrian Upgrades to Two Harrison Street Traffic Signals	\$300,000
2018	Hamilton	Klockner Elementary School Pedestrian Safety Improvements	\$342,000
2019	Princeton	Rosedale Road (CR-604) and General Johnson Drive Intersection and Pathway Improvements	\$1,000,000
2022	Lawrence	Lawrenceville Elementary School Pedestrian Safety Improvements	\$358,000

Sources: Safe Routes to School National Partnership, DVRPC, NJDOT Local Aid, 2023

Table 7: DVRPC Competitive CMAQ Program Awards in the DVRPC New Jersey Region

YEAR	SPONSOR	PROJECT NAME	DB #	AWARD AMOUNT
BURLINGTON COUNTY \$450,000 TOTAL				
2015	Burlington County	BurLINK Bus Replacements	X065	\$450,000
CAMDEN COUNTY \$8.521 MILLION TOTAL				
2012	City of Camden/ Cooper's Ferry Partnership	Haddon Avenue Roadway Improvements	D1407	\$880,000
2012	CSX Transportation	CSX Clean Diesel Locomotive	D1306	\$1,000,000
2012	New Jersey Department of Environmental Protection (NJDEP)	Gloucester Marine Terminal Truck Engine Retrofits	X065	\$300,000
2015	Camden County	South Jersey Port Corporation Fleet Modernization Program (in City of Camden)	X065	\$1,000,000
2015	Voorhees Township	Voorhees Township Senior Bus Replacement	X065	\$110,000
2015	Voorhees Township	Somerdale Road (CR 678), Burnt Mill Road (CR 670) to Echelon Road (Pedestrian Enhancements)	D1702	\$515,000
2018	Gloucester Township	Gloucester Township Bicycle Trail, Oak Avenue to Evesham Road (Circuit Trail Construction)	D1907	\$958,500
2021	Camden County	Route 130 Camden County Link Trail Bike/Ped Bridge Project (Circuit Trail Construction)	X065	\$3,163,000

Table 7 (Continued): DVRPC Competitive CMAQ Program Awards in the DVRPC New Jersey Region

YEAR	SPONSOR	PROJECT NAME	DB #	AWARD AMOUNT
CAMDEN COUNTY (CONTINUED)				
2021	Voorhees Township	Pedestrian and Bike Lane Improvements for Access to the Ashland PATCO Station (Construction) in Voorhees Township, Somerdale Borough, Cherry Hill Township, and Lawnside Borough	X065	\$594,000
GLOUCESTER COUNTY \$160,000 TOTAL				
2012	Gloucester County	Gloucester County CNG Transit Vehicles	X065A	\$160,000
MERCER COUNTY \$4.091 MILLION TOTAL				
2012	Lawrence Township	Province Line Road Bike Trail	D1408	\$360,000
2015	Princeton	Princeton Township Bike Share Expansion	D1703	\$196,000
2018	Lawrence Township	Maidenhead Meadows Trail (for Construction) (Circuit Trail)	D1909	\$1,214,400
2018	Mercer County	Hamilton Avenue (CR 606) and Kuser Road (CR 619)/Ward Avenue and Hamilton Avenue and Liberty Street (for Construction)	D1908	\$1,185,000
2021	Lawrence Township	Princeton Pike Traffic Flow Mitigation Improvements (Construction) at the intersections of Princeton Pike and Fackler Road and Princeton Pike and Province Line Road	X065	\$836,000
2021	NJDEP	NJDEP's eMobility Program (award provided only for the City of Trenton eMobility proposal on city-owned Electric Vehicle Charging Stations at \$200,000 and education/outreach at \$100,000 of the eMobility Program in the city)	X065	\$300,000
VARIOUS COUNTIES \$621,440 TOTAL				
2021	Greater Mercer TMA	Decreasing SOV Commutes while Increasing Employment Accessibility for Essential Workers with Dynamic Ridesharing (for marketing only)	X065	\$81,000
2018	NJDEP	It Pay\$ to Plug In: New Jersey's Electric Vehicle Charging Grants Program (award requirement: benefit only Local Public Agencies in the DVRPC NJ region)	X065	\$200,000
2018	NJDEP	Emergency Medical Services (EMS) Idle Reduction Grant Program (award requirement: entities must keep APUs in operation for four years instead of three years)	X065	\$216,000
2018	NJDEP	Electric Vehicle Ride and Drive Events	X065	\$124,440

Note: A DB # may be assigned to a project when the project is ready to break out of the program line item, Local CMAQ Initiatives (DB #X065), for obligation.

Source: DVRPC, 2023

Table 8: DVRPC Regional Trails Program Awards in the DVRPC New Jersey Region

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY \$1.335 MILLION TOTAL			
2	FS	Kinkora Trail Mansfield Township Community Park Connector (Circuit)	\$40,000
3	CON	Kinkora Trail Mansfield Township Community Park Connector (Circuit)	\$500,000
4	DES	Rancocas Creek Greenway (Circuit)	\$300,000
7	FS, PE	Pemberton Rail Trail to Brendan Byrne State Forest Connector Trail in Pemberton Township (Circuit)	\$105,000
7	FS, PE	Rancocas Creek Greenway (Rowan Estate to Smithville Park Segment) in Westampton, Mount Laurel, Hainesport, and Mount Holly Townships (Circuit)	\$165,000
8	DES	Rancocas Creek Greenway - Laurel Run (Circuit)	\$225,000
CAMDEN COUNTY \$1.798 MILLION TOTAL			
1	DES	Baldwin's Run Tributary Trail in City of Camden (Circuit)	\$150,000
1	CON	Kaighn's Avenue to Route 130 Connector Trail (Circuit)	\$125,000
3	CON	DRPA/PATCO Ben Franklin Bridge Walkway Bicycle and Pedestrian Ramp (Circuit)	\$400,000
4	DES	Cooper River Trail, Pub Connector (Circuit)	\$37,820
4	DES	Gloucester Township Bike Path (Circuit)	\$217,000
5	DES	Riverbirch Trail in City of Camden (Circuit)	\$50,000
5	PE	Cross Camden County Trail (Upper Great Egg Harbor Segment) in Winslow Township (Circuit)	\$200,000
5	FS	Bridge over US 130 in Pennsauken Township (Circuit)	\$14,575
7	DES	Bridge over US 130 and adjoining trail in Pennsauken Township (Circuit)	\$175,000
8	DES	Camden County Link Bike/Ped Bridge over NJ 130	\$300,000
8	Acquisition, Construction	Cramer Hill Waterfront Park Trail Connector	\$128,334
9	DES	Camden County LINK - Segment 1A Partial Realignment	\$100,000
9	Planning	Burlington-Camden Trail Connector	\$90,000
GLOUCESTER COUNTY \$400,000 TOTAL			
4	DES	Harrison Trail (Circuit)	\$400,000
MERCER COUNTY \$1.825 MILLION TOTAL			
1	CON	Lawrence-Hopewell Trail: Lewisville Road Section (Circuit)	\$248,000
3	CON	Lawrence-Hopewell Trail: Carter Road East and West (Circuit)	\$250,000
4	CON	Trenton Wellness Loop in City of Trenton (Circuit)	\$195,000
8	DES	Union Transportation Trail Extension	\$227,888

Table 8 (Continued): DVRPC Regional Trails Program Awards in the DVRPC New Jersey Region

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
MERCER COUNTY (CONTINUED)			
7	DES	D&R Greenway Connector - Wellness Loop to Union Street/Cooper Field	\$150,000
8	DES	D&R Greenway Connector - Wellness Loop to Union Street/Cooper Field	\$11,725
4	FS, CD	Trenton Wellness Loop—D&R Canal Gap (Circuit)	\$110,000
5	FS, PE	Union Transportation Trail—East Windsor Township Segment (Circuit)	\$135,000
5	AA	Lawrence-Hopewell Trail—Dyson Tract Segment (Circuit)	\$15,600
5	CON	The Watershed Institute Spur	\$64,968
6	Rehab.	D&R Canal Trail Restoration and Resurfacing - Lower Ferry Rd to Hermitage Ave, Quaker Rd to Alexander St, and Turning Basin to Millstone Aqueduct	\$300,000
7	Rehab.	D&R Canal Trail - Feeder Canal	\$27,000
7	CON	Lawrence Hopewell Trail (Mt. Rose Distillery Segment) in Hopewell Township (Circuit)	\$363,200
7	DES	Lawrence Hopewell Trail (Pretty Brook Road Segment) in Lawrence Township (Circuit)	\$130,000

Notes: Alternatives Analysis (AA), Feasibility Study (FS), Conceptual Design (CD), Preliminary Engineering (PE), Construction (CON), Rehabilitation (Rehab.)

Source: DVRPC, 2023

Table 9: DVRPC Travel Options Program Awards in the DVRPC New Jersey Region

ROUND	SPONSOR	PARTNERING AGENCY	PROJECT TITLE	AWARD AMOUNT
2021	Cross County Connection TMA	DRPA/PATCO and Collingswood Borough	PATCO Station Complete Streets Pop Up Demonstration Pilot	\$50,000
2021	Tri-State Transportation Campaign	NJ TRANSIT	Light Rail to Trails: Connecting the River Line & the Circuit	\$50,000

Source: DVRPC, 2023

Table 9a: Externally Funded Projects

Grantee	Award Year	Project	Grant/Earmark	Award Amount
Camden County	2022	Port of Camden Access and Infrastructure Resiliency Project (\$25,000,000) Camden, New Jersey	USDOT MARAD	\$25,000,000
NJ TRANSIT	2021	Walter Rand Center	New Jersey Debt Defeasance and Prevention Fund	\$250,000,000

Source: DVRPC, 2023