

Chapter 2: Program Summaries

The Draft DVRPC FFY2026 TIP for New Jersey contains 155 projects to advance over the First-Four Years (FFY26 - FFY29) in the region: 98 FHWA-funded projects in the DVRPC regional Highway Program and 57 FTA-funded projects (37 by NJ TRANSIT and 20 by the DRPA/PATCO) in the DVRPC regional Transit Program. The programmed amount for these projects over the next four years totals \$2.299 billion, which averages almost \$575 million per year. Programmed funds include almost \$1.299 billion for FHWA-funded projects and nearly \$1 billion for FTA-funded projects for NJ TRANSIT (about \$886 million) and DRPA/PATCO (\$114 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.

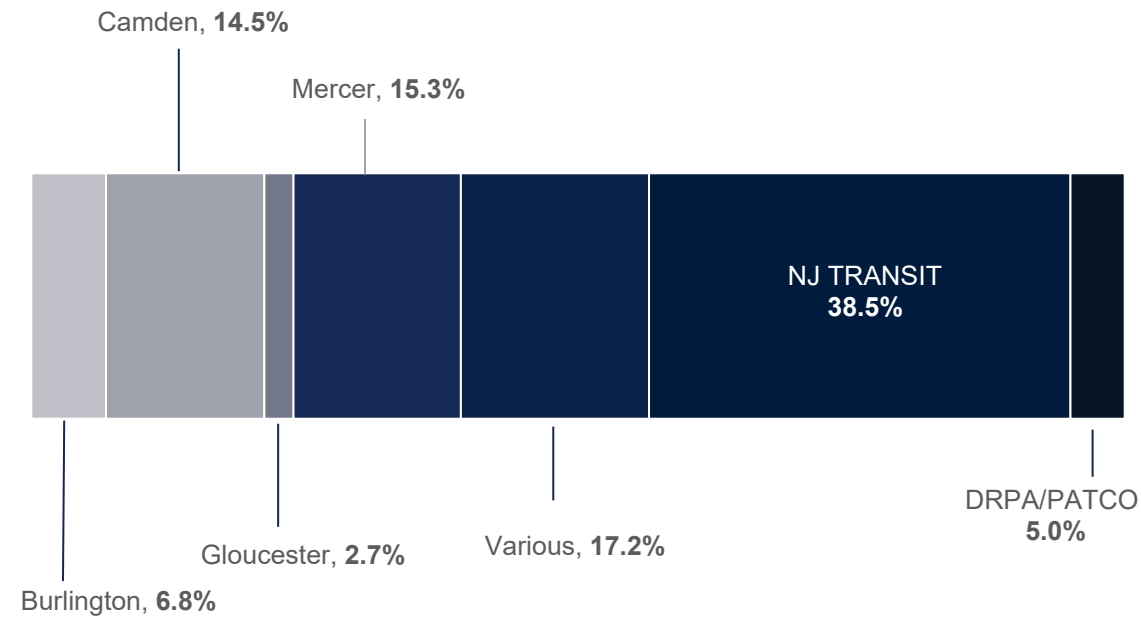
For information purposes only, the TIP document also includes the New Jersey Statewide Program worth about \$5.3 billion over the First-Four Years (FFY26-FFY29), which contains 108 NJDOT-managed statewide highway programs and projects for the State of New Jersey.

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

	FFY26	FFY27	FFY28	FFY29	First-Four Years (FFY26 -FFY29)
HIGHWAY PROGRAM					
Burlington	\$41.449	\$57.347	\$50.776	\$7.425	\$156.997
Camden	\$69.665	\$28.595	\$149.161	\$85.600	\$333.021
Gloucester	\$21.809	\$9.060	\$25.937	\$4.480	\$61.286
Mercer	\$191.425	\$43.003	\$40.022	\$77.550	\$352.000
Various	\$89.013	\$95.206	\$102.678	\$108.914	\$395.811
Highway Program* Total	\$413.361	\$233.211	\$368.574	\$283.969	\$1,299.115
TRANSIT PROGRAM					
DRPA/PATCO	\$28.188	\$28.813	\$28.250	\$28.750	\$114.001
NJ TRANSIT	\$186.714	\$213.770	\$237.616	\$248.015	\$886.115
Transit Program Total	\$214.902	\$242.583	\$265.866	\$276.765	\$1,000.116
Highway and Transit Programs Grand Total					\$2,299.227
Statewide Program	\$1,393.870	\$1,306.049	\$1,294.589	\$1,327.254	\$5,321.762

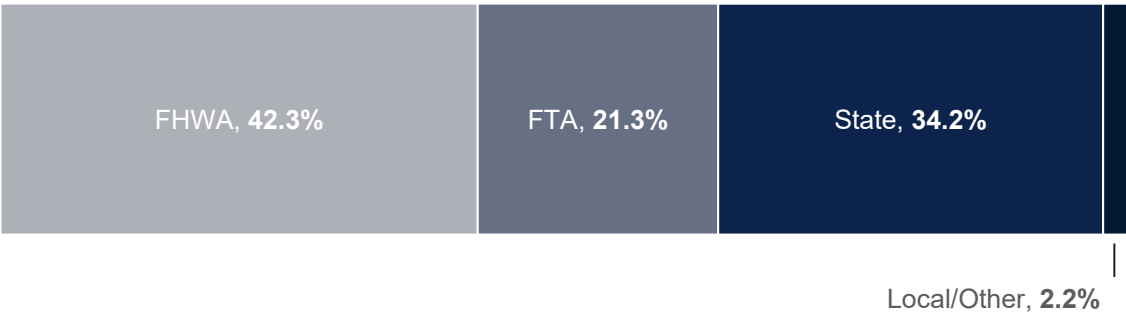
Source: DVRPC, 2025

Figure 2: FFY26-FFY29 Cost Summary by County and Transit Operator in New Jersey



Source: DVRPC, 2025

Figure 3: FFY26-FFY29 Cost Summary by Funding Source in New Jersey



Source: DVRPC, 2025

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

FUND CODE BY PROGRAM	FFY26	FFY27	FFY28	FFY29	FIRST-FOUR YEARS (FFY26–FFY29)	LATER FISCAL YEARS (FFY30–FFY35)	10-YEARS (FFY26–FFY35)
HIGHWAY TOTAL	\$413.361	\$233.211	\$368.574	\$283.969	\$1,299.115	\$1,775.454	\$3,074.569
BFP	\$106.00	\$0.00	\$0.00	\$0.00	\$106.00	\$0.00	\$106.00
BIP-DVRPC	\$47.000	\$0.000	\$0.000	\$0.000	\$47.000	\$0.000	\$47.000
CMAQ	\$11.400	\$5.00	\$4.400	\$31.00	\$51.800	\$19.200	\$71.000
CR-PHILA	\$2.619	\$2.671	\$2.724	\$2.779	\$10.793	\$17.88	\$28.673
CR-TRENTON	\$0.833	\$0.850	\$0.867	\$0.884	\$3.434	\$5.687	\$9.121
HSIP	\$7.400	\$3.000	\$8.900	\$3.000	\$22.300	\$18.000	\$40.300
LOCAL-DVRPC	\$2.539	\$7.145	\$1.535	\$0.00	\$11.219	\$0.00	\$11.219
NHFP-HWY	\$0.00	\$0.00	\$0.00	\$20.000	\$20.00	\$46.243	\$66.243
NHPP	\$53.95	\$68.171	\$205.425	\$105.064	\$432.619	\$841.731	\$1,274.350
OTHER-DVRPC	\$14.60	\$0.00	\$0.00	\$0.00	\$14.60	\$0.00	\$14.60
PL	\$3.205	\$3.270	\$3.335	\$3.402	\$13.212	\$21.888	\$35.100
PL-FTA	\$1.384	\$1.411	\$1.439	\$1.466	\$5.700	\$9.390	\$15.090
RAISE	\$4.300	\$12.100	\$2.600	\$0.000	\$19.000	\$0.00	\$19.000
RHC	\$0.876	\$0.893	\$0.911	\$0.929	\$3.609	\$5.98	\$9.589
STATE	\$96.165	\$68.008	\$74.098	\$75.286	\$313.557	\$451.715	\$765.272
STBGP-FLEX	\$23.90	\$15.60	\$23.85	\$1	\$64.350	\$87.950	\$152.300
STBGP-OS-BRDG	5.000	12.250	5.000	5.000	27.250	30.000	\$57.250
STBGP-PHILA	\$22.111	\$22.553	\$23.004	\$23.464	\$91.132	\$150.977	\$242.109
STBGP-TRENTON	\$7.033	\$7.173	\$7.317	\$7.463	\$28.986	\$48.019	\$77.005
TA-PHILA	\$2.311	\$2.357	\$2.404	\$2.452	\$9.524	\$15.776	\$25.300
TA-TRENTON	\$0.735	\$0.750	\$0.765	\$0.780	\$3.030	\$5.018	\$8.048

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

FUND CODE BY PROGRAM	FFY26	FFY27	FFY28	FFY29	FIRST-FOUR YEARS (FFY26–FFY29)	LATER FISCAL YEARS (FFY30–FFY35)	10-YEARS (FFY26–FFY35)
DRPA/PATCO TOTAL	\$28.188	\$28.813	\$28.250	\$28.750	\$114.001	\$166.398	\$280.399
DRPA	\$5.638	\$5.763	\$5.650	\$5.750	\$22.801	\$33.248	\$56.049
SECT 5307	\$6.100	\$6.100	\$5.800	\$6.300	\$24.300	\$38.300	\$62.600
SECT 5337	\$16.450	\$16.950	\$16.800	\$16.700	\$66.900	\$94.850	\$161.750
NJ TRANSIT TOTAL	\$186.714	\$213.770	\$237.616	\$248.015	\$886.115	\$1,672.053	\$2,558.166
CASINO REVENUE	\$11.417	\$11.760	\$12.113	\$12.476	\$47.766	\$83.122	\$130.888
CMAQ	\$4.395	\$4.395	\$4.395	\$6.197	\$19.382	\$26.370	\$45.752
MATCH	\$0.437	\$0.437	\$0.437	\$0.437	\$1.748	\$2.622	\$4.370
SECT 5307	\$58.127	\$59.955	\$73.245	\$62.645	\$253.972	\$509.005	\$762.977
SECT 5310	\$2.702	\$2.782	\$2.838	\$2.895	\$11.217	\$18.625	\$29.841
SECT 5311	\$1.398	\$1.439	\$1.468	\$1.497	\$5.802	\$9.633	\$15.434
SECT 5337	\$17.115	\$28.025	\$29.244	\$28.729	\$103.113	\$142.667	\$245.780
SECT 5339	\$4.677	\$4.817	\$4.913	\$5.012	\$19.419	\$32.246	\$51.665
STATE	\$86.446	\$100.160	\$108.963	\$128.127	\$423.696	\$847.763	\$1,271.459
DVRPC Region Total	\$628.263	\$457.794	\$634.440	\$560.734	\$2,299.231	\$3,613.905	\$5,913.134

Source: DVRPC, 2025

Funding to the Region

The IIJA/BIL is the current federal transportation legislation. The \$1.2 trillion IIJA/BIL reauthorized the nation’s surface transportation and drinking water and wastewater legislation, including 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 for FFY22–FFY26. The IIJA/BIL also includes changes to legacy programs, including expanded eligibility and changes to some policy requirements, and establishes several new formula-funded and competitive grant programs. This law expires on September 30, 2026.

The IIJA/BIL includes a five-year, \$351 billion authorization of highway and bridge programs nationally and \$91 billion for transit programs, and \$110 billion in new spending from the General Fund for highway and bridges, primarily for a special bridge investment program (BRIP) 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 makes locally owned bridges that are not on the federal-aid system eligible for a 100 percent federal share.

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 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 are 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 (FFY26–FFY29). Project phases appear in Later Fiscal Years (LFYs) (FFY30–FFY35), 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 Draft DVRPC FFY2026 TIP for New Jersey does show a financially constrained 10-year program from FFY26 to FFY35 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.

Project Selection and Evaluation Process

Overview

In the DVRPC region, the TIP project selection process is consensus-based and includes a universal project evaluation analysis that incorporates performance-based measures for evaluating new projects. DVRPC's data-informed project evaluation tool helps ensure that transportation investments in the TIP align with the vision and goals of the DVRPC region's long-range plan,, and helps achieve FHWA and FTA Transportation Performance Management targets and related safety, asset management, and Congestion Mitigation and Air Quality (CMAQ) performance plans. TIP program development occurs through a TIP Subcommittee composed of regional stakeholders and is determined mostly by schedule and cost of existing projects in the FHWA-funded and FTA-funded Programs, among other important considerations that are ultimately constrained by the level of funding available over a 10-year programming horizon (FFY26–FFY35) in New Jersey. Projects listed in the FFY2026 Draft NJ TIP that were not included in previous TIPs are considered “new” and are listed below.

Application for New TIP Projects

Near the beginning of the FFY2026 Draft NJ TIP Update in November 2024, DVRPC developed an improved online application process that streamlined the solicitation of new projects. The online application also made it possible to screen and evaluate candidate projects more efficiently. A total of ten candidate projects were submitted and evaluated.

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 #D2502 ATMS Expansion & Upgrade Project
2. DB #D2503 Taunton Lake Road (CR 544) Widening

Camden County (Highway Program)

3. DB #D2501 Chews Landing Road (CR-683) Roadway Improvements

Gloucester County (Highway Program)

4. DB #25380 *Widening of the Atlantic City Expressway (ACE) and Route 42*
5. DB #D2504 Intersection Improvements to Clayton Road (CR610) and Franklinville Road/Corkery Lane (CR 612)
6. DB #D2505 Bridgeton Pike (SR 45) and Berkley Road Mantua Boulevard (CR 632) Intersection Improvements

Mercer County (Highway Program)

7. DB #25381 *Johnson Trolley Pedestrian Bridge*

NJ TRANSIT

8. DB #T2401 Light Rail Infrastructure Systems and Maintenance
9. DB #T902 Rail Station Resiliency
10. DB #T903 Rail Infrastructure Resiliency

Statewide

11. DB #99358B *Safe Routes to School Program, Non-Infrastructure*

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.”

Gloucester County

1. Intersection Improvements to Paulsboro Road (CR 653) and Repaupo Station Road/Asbury Station Road (CR 684) (DB #D2500)

“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 (FFY26–FFY35). 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 based upon criteria consistent with supporting federal performance measures and the vision laid out in the Long-Range Plan. 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 project 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, existing investment opportunities, and project type variety are all factors that play into consensus-based TIP project selection. Transit agencies will screen transit projects internally before submitting them for more evaluation.

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

DVRPC's long-range plan serves as a guide for the future growth and development of the region. A new long-range plan, *Update: Connections 2050*, is in development concurrently with the FFY2026 TIP for New Jersey and will be taken to the DVRPC Board for adoption in September 2025. The Greater Philadelphia region is a mosaic of 351 townships, boroughs, and cities, each making its own land use decisions. Development Intensity Zones (DIZ) are used throughout the DVRPC's nine-county region and adjacent areas to support long-range planning, investment decisions, and regional analysis. The DIZ geography is a block group-based assessment of existing development, largely formed from two analysis dimensions—density and proximity. Zones are classified from least to greatest development intensity, as follows:

- 0: Protected - Water and preserved open space
- 1: Lowest - Rural areas
- 2: Low - Rural areas proximate to areas with more intense development, and rural areas with encroaching development
- 3: Medium-Low - Areas of low to medium development intensity comprised of suburban corridors and edges, and rural nodes
- 4: Medium-High - Moderate development intensity found in rural hubs, inner ring suburbs, and urbanizing areas
- 5: High - Areas with high development intensity found in cities, boroughs, and regional hubs
- 6: Highest - The regional core

Additionally, the Draft *Update: Connections 2050*, to be adopted by the DVRPC Board in September 2025, identifies over 175 Plan Centers. These areas serve as focal points in the regional landscape, reinforce a sense of community for local residents, and are appropriate for future development. This Long-Range Plan uses Plan Centers to guide regional growth and development by linking transportation and land use. Centers are appropriate locations for increasing development intensity through mixed-use and infill development. Development in Centers supports multi-modal transportation investments, leading to shorter trip lengths and access via transit, walking, and biking. There are six categories of Centers – Regional Core, City Center, Town Center, Suburban Center, Village Center, and Transit-Oriented Development (TOD) Opportunity Center. The TIP, serving as one of the implementation tools (and the first two planning periods) of the Long-Range Plan, funds projects that address the varying transportation needs of different Plan Centers. The relevant Plan Center for each TIP project is included with the project listing in the FFY2026 TIP for New Jersey. A more complete discussion and illustration of Plan Centers is found in the Draft *Update: Connections 2050 Long-Range Plan* on the DVRPC website at <https://www.dvrpc.org/plan/draft>.

Congestion Management Process (CMP)

The CMP is a systematic and ongoing process that considers a variety of traffic data to identify the most congested locations. This information, along with other analyses, informs recommendations for operational, travel demand, and multimodal strategies to improve the flow of people and goods on the regional transportation network, minimize costs, enhance safety, expand travel options, and promote consistency with the Plan and TIP. The CMP uses performance-based and other CMP Objective Measures to tie analysis to Plan goals and identify and prioritize congested locations.

CMP Objective Measures include increasing mobility and reliability, integrating modes and providing transit accessibility where it is most needed, modernizing and maintaining the transportation network, achieving Vision Zero, providing for goods movement, maintaining and enhancing transportation security and emergency preparedness, and supporting other Plan goals, such as investing in mixed-use centers, offering shorter commute options, prioritizing investments in less sensitive environmental areas, and mitigating and avoiding impacts on people in historically underinvested communities.

For DVRPC, priority CMP congested locations include the Most Congested Focus Roadway Corridor Facilities, Most Congested Focus Intersection Bottlenecks, and Priority Congested Corridor and Subcorridor Areas. Other CMP congested locations are identified in Focus Roadway Corridor Facilities, Focus Intersection and Limited Access Roadway Bottlenecks, Corridor and Subcorridor areas, and Bus Transit Route Facilities. The CMP analyzes potential causes of congestion, establishes multimodal and other Non-Single-Occupant Vehicle (non-SOV) strategies to mitigate congestion. It also evaluates the effectiveness of implemented strategies, using the results to inform future strategy recommendations. These strategies include, but are not limited to, Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) such as coordinating traffic signals and ramp metering; Transportation Demand Management approaches like carpool/vanpool programs; transit improvements like constructing passenger intermodal centers or expanding parking lots; and bicycling and walking improvements like new connections to existing trails. The CMP requires alternatives to building new SOV road capacity to be explored first. If alternative strategies cannot alleviate congestion enough as shown through the alternatives analysis, and capacity-adding is deemed appropriate, the CMP outlines a process that requires the development of supplemental strategies and commitments that are agreed on by project sponsors to get the most long-term value from the investment. The CMP advances the goals of the DVRPC Plan and strengthens the connection between the Plan and the TIP. In coordination with other management systems, the CMP serves the following purposes:

- It provides information for the TIP update to help identify the most appropriate congested corridor facilities, bottlenecks, and subcorridor areas for investment, given limited available funding.
- It provides a range of operational, travel demand, and multimodal strategies to improve mobility and reliability, reduce travel demand, and get the most value from an investment.
- It provides a process to develop supplemental strategy commitments, if capacity-adding is deemed appropriate.
- It helps with reviewing and prioritizing regional corridor studies and development proposals, and selecting DVRPC corridor study locations.
- It supports competitive grant programs such as the Congestion Mitigation and Air Quality (CMAQ) grant program.
- It supports implementation of National Performance Management System Performance Measures (known as PM3 Measures) by measuring performance to set targets to achieve quantifiable goals to improve mobility, reliability, accessibility, and connectivity on the National Highway System and multimodal transportation network.

The CMP evaluates all new TIP projects proposed for federal funding. Where Major SOV capacity is consistent with Plan and CMP goals and objectives, the CMP includes a required table of supplemental strategy commitments with the aim to improve mobility and reliability, reduce travel demand, and get the most value from investment. Project managers are encouraged to contact DVRPC early in the project scoping and/or conceptual design planning phases to check whether project alternatives analysis is consistent with the CMP. This is in line with CMP regulations that require alternatives to new SOV road capacity be explored first to manage congestion.

The CMP project category of “Major SOV Capacity-Adding” 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. This CMP category designation considers, although it is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects. Being categorized as Major SOV Capacity-Adding makes a project eligible for additional support from the CMP staff to help tailor congestion mitigation strategies to the conditions of the project area and to obtain the most long-term value from the investment, while weighing regional priorities and funding constraints.

The CMP completes its cycle by evaluating the effectiveness of transportation improvements and then starts updating the analysis again on an approximately four-year cycle to be completed before the start of the next update of the Plan. Before-and-After project evaluation can improve MPO and stakeholder understanding of project effectiveness, and MPOs will work with DOTs and other planning partners to make this an operational process. Further information about the CMP is available on DVRPC's website at www.dvrpc.org/CongestionManagement/.

Goods Movement and Economic Development

DVRPC proactively seeks to fulfill the federal requirement to include freight as a primary planning factor through its long-range transportation planning, TIP development, and the conduct of technical studies. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers and to maintain the 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 provides a forum for the freight community, from both the private and public sectors, to interject its unique perspectives on regional plans and specific projects by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy.

The FAST Act created the National Highway Freight Program (NHFP), which has been continued under the IIJA/BIL. The program is funded through FFY2026 at an average of \$1.4 billion per year, which is distributed to the states by formula. Each state receives NHFP funds in proportion to the amount of funds a state receives compared to other states under all formula-apportioned programs. For example, if a state receives five percent of federal-aid formula funding, the state will receive five percent of the NHFP funding. The IIJA/BIL increased the percentage of program funds that may be used for eligible multimodal projects from 10 percent to 30 percent. To use NHFP funding, states must have a State Freight Plan that provides a comprehensive strategy for the immediate and long-range planning activities and investments by the state with respect to freight.

Also continued under the IIJA/BIL, the FAST Act 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 determined by measurable national data. The initial network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads nationally. There are 381.72 miles of PHFS routes in the state of New Jersey. These numbers may change as the FHWA is required to re-designate the PHFS every five years to reflect changes in freight flows, including emerging freight corridors and critical commerce corridors.
- **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. These portions amounted to approximately 9,709 centerline miles of Interstate, nationwide, and approximately 65.07 miles in New Jersey.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an Urban Area, to be designated by the states, that 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 Urban 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 FFY2025-2026, the INFRA program awarded about \$2.577 billion 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 <https://njdotlocalaidrc.com/state-funded-programs/local-freight-impact-fund>.

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 freight mapping and data platform for the Delaware Valley, PhillyFreightFinder, 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 municipal officials and the public. Further information about the Freight Planning Program at DVRPC is available on DVRPC's website at www.dvrpc.org/freight.

Table 3 includes a sampling of TIP projects that promote goods movement and economic development, organized by their primary benefits. 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. These projects also provide benefits such as 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.

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, it is important to identify toll authority projects in order to include them in the air quality conformity determination and provide a more complete picture of transportation investment throughout the region. The projects are listed, along with their associated costs, in Table 4.

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 to help 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.

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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 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, 2025

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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)¹		
Burlington-Bristol Bridge Electrical Upgrades: The project includes the replacement of the existing electrical system on the NJ side, the replacement/upgrade of existing mechanical operational equipment, and the installation of a new data center (fit-out).	\$4.5 from FFY21–25	Burlington
Burlington-Bristol Bridge Rehabilitation: The project includes the replacement of certain existing span decks, waterway pier repairs, counterweight rope replacement, mechanical operational system upgrades, miscellaneous steel repairs, trunnion replacement, and roadway paving. This project also includes an annual structural maintenance contract.	\$21 from FFY21-25	Burlington
Burlington-Bristol Bridge Rope Replacement Repairs: Rope replacement repairs of the Burlington-Bristol Bridge.	\$9 in FFY25	Burlington
Riverside Delanco Bridge Painting Repairs: Bridge painting repairs of the Riverside Delanco bridge.	\$3 from FFY23-27	Burlington
Riverside Delanco Electrical Upgrades: The project includes the replacement of the existing electrical system. This project also includes an annual electrical maintenance contract.	\$2 from FFY21–25	Burlington
Riverside Delanco Bridge Rehabilitation: The project includes the replacement/upgrade of existing mechanical operational equipment, the rehabilitation of the concrete abutments, sidewalks and piers, and gateway improvements. This project also includes an annual maintenance contract.	\$1.75 from FFY21-25	Burlington
Tacony-Palmyra Bridge Rehabilitation: The project includes painting of the steel structures, installation of a maintenance/inspection traveler system, replacement of the existing fender systems, and the rehabilitation of the concrete abutments, sidewalks and piers.	\$27 from FFY21–25	Burlington
Tacony-Palmyra Bridge Electrical Upgrades: The project includes the installation of a structural health monitoring system, installation of a traffic control system, and the replacement of some of the existing submarine cables. This project also includes an annual electrical maintenance contract.	\$9 from FFY21-25	Burlington
Tacony-Palmyra Bridge Traveler System and Gusset Plate Repairs: Traveler system and gusset plate repairs of the Tacony-Palmyra bridge.	\$4.8 in FFY24	Burlington
Tacony-Palmyra Bridge and Burlington-Bristol Bridge Milling, Resurfacing, & Deck Repairs: Milling, resurfacing, and deck repairs of the Tacony-Palmyra and Burlington-Bristol bridges.	\$17.15 from FFY22-26	Burlington
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)		
Calhoun Street TSB Cleaning & Painting: This project will consist of painting and miscellaneous repairs to the Calhoun Street Toll Supported Bridge.	\$10.1 from FFY24-30	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.	\$157.3 from FFY30–33	Mercer
Trenton - Morrisville (Route 1) Toll Bridge All Electronic Tolling & PA Avenue Interchange Improvements: Removal of Toll Plaza in support of all electronic tolling and reconfiguration of the Pennsylvania Avenue Interchange.	\$25.1 from FFY26-27	Mercer
DELAWARE RIVER PORT AUTHORITY (DRPA)/PORT AUTHORITY TRANSIT CORPORATION (PATCO)²		
Benjamin Franklin Bridge: Suspension Spans Rehabilitation.	\$45 from FFY24–33	Camden
Benjamin Franklin Bridge: Approach Spans Rehabilitation - Painting & Steel Repairs.	\$81.8 from FFY24–33	Camden

¹ Retrieved from: https://www.nj.gov/transportation/capital/stip2433/sec8/pdf/ap_bcbc.pdf Accessed on: 05/14/2022

² DRPA/PATCO information table will be updated for final version of the TIP

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

FACILITY	COST (IN MILLIONS)	COUNTY
Benjamin Franklin Bridge: Masonry Rehabilitation.	\$20 from FFY24-33	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 FFY24-33	Camden
Walt Whitman Bridge: PA Approach Deleading & Painting. De-leading and painting of all PA overpasses, toll tunnel, and WWB PA approach stringer spans.	\$22.5 from FFY24-33	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 FFY24-33	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 FFY24-33	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 FFY24-33	Camden
Commodore Barry Bridge: Deleading and Repainting.	\$100 from FFY24-33	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 FFY24-33	Gloucester
Betsy Ross Bridge: Painting and Steel Repairs.	\$74 from FFY24-33	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 Rt. 90 overpass over Rt. 130.	\$8 from FFY24-33	Camden
PATCO: DC Power Upgrades that will include the rehabilitation of DC power equipment in five New Jersey substations.	\$12.1 from FFY24-33	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 FFY24-33	Camden
SOUTH JERSEY TRANSPORTATION AUTHORITY (SJTA)		
Atlantic City Expressway Bridges: General rehabilitation of Atlantic City Expressway bridges including repairs to superstructure, deck rehabilitation and/or replacements, and replacement of substandard parapets and sidewalk.	\$41 from FFY22-40	Camden and Gloucester
Atlantic City Expressway: Annual Atlantic City Expressway resurfacing program.	\$55 from FFY22-40	Camden and Gloucester
ACE Thirdlane Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 30.6 to 44.2. Project is in Preliminary Design.	\$205 from FFY22-31	Camden and Gloucester
AC Expressway Electronic Tolling & ITS Upgrades: Upgrade of toll collection using innovative technology through electronic tolling. Atlantic City Expressway MP 0.0 - 44, ACE Connector.	\$55 from FFY22-25	Camden and Gloucester
SJTA Facilities: Rehabilitation/Replacement/Improvements to SJTA 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.	\$20 from FFY22-50	Camden and Gloucester

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

FACILITY	COST (IN MILLIONS)	COUNTY
NEW JERSEY TURNPIKE AUTHORITY (NJTA)		
NJ Turnpike Interchanges 1 to 4 Capacity Enhancements Program: Widening of one additional lane in each direction from the base of the Delaware Memorial Bridge at MP 0.0 to just north of the existing Interchange 4 at MP 36.5. Geometric and operational needs for all interchanges, ramps, toll plazas and service areas within the Program limits will be considered. The Authority engaged a consultant in 2021 to perform program management, preliminary design, and environmental services. Final Design efforts began in 2024 for sections of the overall project.	\$3,472 from FFY26-40	Camden, Gloucester, Burlington, and Salem
PENNSYLVANIA TURNPIKE COMMISSION (PTC)		
I-95 and I-276 (PA Turnpike) Interchange (Stage 3): Includes an assessment of the existing Delaware River Bridge and the provision of additional capacity across the river (3 lanes in each direction) and the reconstruction of the approach roadways.	\$750 from FFY30-40	Burlington, Bucks (PA)

Source: BCBC DRJTBC, DRPA, SJTA, and PTC, 2024

Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date or that dedicate funds for specific types of projects. Projects funded through these programs have their own set of data-informed decision-making tools specific to the funding source and goal of the program. Examples are CMAQ and TASA, which includes the Safe Routes to School (SRTS) program.

DVRPC Competitive CMAQ Program

The CMAQ program 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, anti-idling initiatives, and diesel engine retrofits. DVRPC selects projects for CMAQ funding periodically through a DVRPC Competitive CMAQ Program. 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 FFY2024. See Table 7 for a list of CMAQ project awards since FFY2012. For more information about the Competitive CMAQ Program, please visit www.dvrpc.org/cmaq.

TASA

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 rebranded from TAP to TA Set-Aside, although New Jersey and others still call it TAP. 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.

In addition to a statewide TA funding allocation, there is also a direct allocation of TA funds to urban 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. Projects seeking TA funds are required to be submitted by TA-eligible sponsors and to undergo a rigorous evaluation and competitive selection process to develop the selected priority list of projects. 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 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 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 FFYs 2008, 2009, 2012, 2014, 2016, 2017, 2018, 2019, 2022, and 2024.

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. The Circuit is also intended to serve as the backbone for a network of "bicycling highways" to 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 (SHSP) at www.saferoadsforallnj.com. The SHSP is currently being updated by NJDOT. 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 matches eligible municipalities and counties with DVRPC staff to navigate the often-complex process of designing and funding pedestrian and bicycle improvements around rail stations. Additionally, DVRPC staff assist municipal and county project sponsors in shaping projects and/or performing planning-level design that will make strong applications for funding sources, such as TA Set-Aside.

DVRPC accepted online applications for this program from municipal and county project sponsors in the fall of 2016 and in 2018. With participation from transit agencies and county partners, DVRPC project staff evaluated applications and selected three stations in New Jersey that demonstrated the potential to have impact towards the project goals and had strong sponsor commitment to pursue Final Design and Construction funding following DVRPC's study: Visit this program's web page for further details at www.dvrpc.org/SafeRoutesToTransit.

DVRPC Transportation and Community Development Initiative (TCDI)

The Transportation and Community Development Initiative (TCDI) is a grant opportunity that funds local planning initiatives that also advance the goals of the region's long-range plan, with a focus on linking transportation with land use and economic development planning. TCDI continues to be federally funded in the TIP. 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, DVRPC established TOP as a new competitive travel demand management (TDM) program to support innovative projects that will provide better access to more travel options. TOP funds innovative projects that aim to reduce single-occupancy vehicle (SOV) trips and promote alternative travel options. Funded projects must align with the goals, outcomes, and strategies in DVRPC's Strategic Plan for Regional TDM Programs (the Regional TDM Plan) and include measurable results. Visit the program's web page at www.dvrpc.org/top for all project awards and more details. The awardees from the 2021 NJ Round of TOP are listed in Table 9.

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY \$17.586 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
2024	Eastampton Township	Rancocas Creek Greenway, Historic Smithville Park to over Route 206	\$2,560,000
CAMDEN COUNTY \$25.342 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

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
2002	Haddon	Streetscape Improvements to Haddon Avenue ^(TE)	\$300,000
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: 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	Camden County LINK Trail, Segment 1E Project	\$1,500,000
2024	Camden County	Camden County LINK Trail Segment 1D-3 Project	\$3,300,000
GLOUCESTER COUNTY \$10.563 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
GLOUCESTER COUNTY (Continued)			
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: Transportation Enhancements and Transportation Alternatives Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
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
2024	Harrison Township	Harrison Trail (Limits Route 45 Main Street to the Mullica Hill Bypass Cross Walk at Walter Road	\$1,400,000
MERCER COUNTY \$15.722 MILLION TOTAL			
2000	Hamilton	Delaware & Raritan Canal State Park—Bordentown Outlet, Phase 1 ^(TE)	\$948,000
2000	Trenton	Roebbling 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
2024	Various	Great Western Bikeway Project	\$2,900,000
2024	City of Trenton	Marine Terminal Trail and Cooper Field Connector	\$2,093,000

Notes:

- 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.
- The original award amount for the project, Stockton Street Historic District Streetscape Infrastructure Project, is \$1,690,000 ARRA-TE.
- The original award amount for the project, Hopewell Borough Streetscape Improvements Project, Phase II, is \$917,000 ARRA-TE.
- 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, 2025

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY \$4.726 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
2024	Medford	Medford Village Safe Routes to School	\$1,276,000
2024	Medford Lakes	Medford Lakes Pedestrian Improvements	\$1,489,000
CAMDEN COUNTY \$6.185 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
2024	Lindenwold	Carlton Street Pedestrian Safety Improvements	\$725,000

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 \$4.427 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
2024	Hopewell	Hopewell Borough Sidewalk and Safety Improvements	\$1,510,000

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, 2025

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

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY \$1.385 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
10	Planning	Kinkora Trail	\$50,000
CAMDEN COUNTY \$2.198 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, CON	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
10	DES	Camden County LINK Trail - Segment 3	\$200,000
10	DES	Burlington-Camden Trail	\$200,000
GLOUCESTER COUNTY \$400,000 TOTAL			
4	DES	Harrison Trail (Circuit)	\$400,000
MERCER COUNTY \$2.149 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

Source: DVRPC, 2025

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
10	Planning	Cross County Connector Trail	\$175,000
10	DES	Lawrence Hopewell Trail - Cleveland Road Segment	\$148,505

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

Source: DVRPC, 2025

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, 2025

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Table 10: : 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
Camden County	2023	Camden County LINK Trail	USDOT BUILD	\$19,000,000
Mercer County	2025	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek	USDOT BIP	\$47,000,000

Source: DVRPC, 2025

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