



DVRPC FY2024 TIP for New Jersey (FY24-FY27)

DVRPC FY2024 TIP



ADMINISTRATIVE VERSION

Adopted September 2023





The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

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DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

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CHAPTER 1:

General Overview

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Federal Fiscal Year (FY) 2024 Transportation Improvement Program (TIP) for New Jersey (FY24–FY27). DVRPC and its member governments have worked diligently to prepare a program of projects that will respond to the needs of the region and at the same time comply with federal and state policies. The TIP is the regionally agreed upon list of priority transportation projects, and federal law requires showing at least four federal FYs of programming. This document, referred to as the DVRPC FY2024 TIP for New Jersey, includes cost, phase, and schedule information for transportation projects in each of the federal fiscal years FY24–27 for Burlington, Camden, Gloucester, and Mercer Counties. The TIP meets the federal requirements of being financially constrained to a level of funding that is expected to be available to the region over the next decade, per Financial Tables provided by the New Jersey Department of Transportation (NJDOT). See Appendix B: Financial Tables Used in Developing the Program, Including the Statewide TIP (STIP) Introduction for further details on this guidance.

The DVRPC FY2024 TIP for New Jersey contains 153 projects to advance over the First-Four Years (FY24–FY27): 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. For information purposes only, the TIP lists 108 NJDOT-managed statewide highway programs for the State of New Jersey that are worth \$5.8 billion (primarily state-funded) over the first four years. Four (4) NJDOT-sponsored Concept Development and four (4) DVRPC Local Concept Development projects, totaling 8 projects, are displayed in the “pre-TIP” Study and Development Program.

1.1 The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, which is currently the Infrastructure Investment and Jobs Act (IIJA), or Public Law 117-58, and is also known as the “Bipartisan Infrastructure Law” (BIL). The IIJA or BIL was signed into law on November 15, 2021 and is set to expire on September 30, 2026. It provides funding for investment in infrastructure over federal fiscal years 2022 to 2026. Prior to the IIJA/BIL, the TIP was a requirement of legislation under the Fixing America’s Surface Transportation (FAST) Act, or Public Law 114-94. The IIJA/BIL built on the initiatives established in previous legislation: the FAST Act; Moving Ahead for Progress in the 21st Century Act (MAP-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, advanced technologies, and operational improvements like Transportation Systems Management and Operations.

1.2 What This Document Includes

The complete TIP document is divided into multiple sections. Included is a general overview of the TIP and the TIP development process, intended to familiarize readers with what the TIP is and is not, how it was developed,

and what can be expected for projects in the TIP. The document also contains various summaries of the New Jersey programs; a description of the TIP public involvement process, including issues relating to Environmental Justice; and an explanation of project maps, project listings, and codes and abbreviations included in the document. This reference information is followed by web-based project maps and indices, and finally the project listings themselves.

There are eight appendices in this document: (A) Board Resolutions; (B) Financial Tables Used In Developing the Program, Including the Statewide TIP (STIP) Introduction; (C) the Executive Summary of the Documentation of the Conformity Finding; (D) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (E) DVRPC Local Program; (F) DVRPC TIP Project Benefit Evaluation Criteria, (G) Environmental Justice Appendix, (H) the Summary of the TIP Public Involvement Process, Public Comments, Agency Responses, and List of Recommended Changes

1.3 Various Methods to Access the TIP

The Internet

The TIP is found on the DVRPC website. You can easily search for the FY2024 TIP for New Jersey and previous TIPs. The website includes an interactive method for displaying maps and project listings. During the public comment period for the Draft TIP there was also a way to submit comments on projects or the program. Using Google Maps as a base, projects can be located using either street grid or aerial views. To access the DVRPC TIP website, go to www.dvrpc.org/TIP.

QR Code



DVRPC has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using a smartphone. Smartphone users with a QR Reader Application can open the application, point the camera at the QR Code symbol, and the smartphone will open the DVRPC TIP web page. The DVRPC TIP QR Code symbol is shown here.

Scan the QR code with a smartphone for up-to-date information on DVRPC's TIP, or visit www.dvrpc.org/TIP.

DVRPC Office and Public Libraries

Hardcopies of the TIP are available at various public libraries listed within Table 1 of this document and at the DVRPC offices, in the reception area, located on the 8th floor of 190 North Independence Mall West, Philadelphia, PA 19106. A web link to the digital version of the TIP is available at www.dvrpc.org/TIP.

1.4 What Is the TIP?

The TIP is the agreed-upon list of priority transportation projects in Greater Philadelphia. It lists all projects that intend to use federal funds or are regionally significant, whether or not they use federal funds. The list is multimodal; in addition to highway and public transit projects, it includes bicycle, pedestrian, and freight-related projects as well. The TIP is required by federal law.

The TIP shows estimated costs and schedules by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final

Design, Right-of-Way Acquisition, and Construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The TIP covers a four-year period by regulation, follows the federal FY schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal FYs of programming. DVRPC TIP documents for both states demonstrate a longer planning and programming horizon (10 years for New Jersey; 12 years for Pennsylvania) to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects and more realistic project costs. The funding presented in both TIP documents after the first four years is considered “Later Fiscal Year” (LFY) funding, and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal FY schedule that begins on October 1, of a given year and ends on September 30, of the following year. The New Jersey and Pennsylvania TIPs are updated every other year, in alternate years.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred or additional funding to the region must be identified. Since the TIP is financially constrained, competition between projects for a spot on the TIP clearly exists. The STIP resources used to develop each of the programs is included as Appendix B in this document.

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

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

The TIP does not guarantee project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project and cause it to be postponed or even dropped from further consideration. These challenges can also increase the project’s overall cost.

Regional Consensus

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

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

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

Although all projects included in the TIP must be consistent with the Plan, projects that add capacity for single-occupant vehicles (SOV) must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region’s Congestion Management Process (CMP), which attempts to meet

increasing travel demand through non-capacity-adding strategies, where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's latest Plan into a short-term program of improvements. For further information about the policies and strategies of the currently adopted Plan, visit www.dvrpc.org/Plan.

How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs, and projects conform to the purpose of State Implementation Plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan, as determined by an emissions analysis. Long-Range Plan projects in the DVRPC FY2024 TIP for New Jersey are a subset of the regionally significant projects contained in the Long-Range Plan. The TIP and the Plan are tested for conformity and must meet all requirements, including the critical test that volatile organic compounds (VOCs), oxides of nitrogen (NOx), carbon monoxide (CO), and fine particulate matter (PM_{2.5}) emissions are less than any applicable budgets or baseline established for all analysis years. An Executive Summary of the Draft Documentation of the Conformity Finding is included as Appendix E in this document. A complete description of the conformity procedures can be found on DVRPC's website, www.dvrpc.org/AirQuality/Conformity.

Who Are the Players?

Various agencies directly participate in the New Jersey TIP development process. They include DVRPC member governments, operating agencies, and state and federal agencies comprising the "New Jersey Subcommittee of the Regional Technical Committee (RTC)," commonly referred to as the "New Jersey TIP Subcommittee." Municipalities within the region participate through their respective county governments. The business community, and the public, and other groups become involved through the DVRPC public participation process, in addition to their involvement at the municipal and county levels. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

TIP Development Timeline?

TIP development (or update) typically begins approximately 10 months prior to adoption and involves intensive staff work and negotiations by NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, and the representatives of DVRPC city and county member governments who constitute the DVRPC New Jersey TIP Subcommittee. As portrayed by Figure 1, the TIP update process commenced between the end of 2022 and early 2023 with the review of costs and schedules of current FY2022 TIP projects, projects that anticipate to "graduate" from Concept Development, and a review of new project candidates to be added to the TIP should there be financial capacity. By spring of 2023, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections over the next 10 years (FY24–FY33), TIP Benefit Evaluation Criteria results for new projects, performance-based planning and programming metrics, Environmental Justice and Equity analyses of the "pool" of all project requests for the Draft TIP, and feedback from the New Jersey TIP Subcommittee. Negotiations continued into late spring of 2023 to address as many issues as possible in the Highway, Transit, and Study and Development programs, including the Draft Statewide Program, and to arrive at a final list of projects for the Draft TIP ("final Draft TIP") that could be evaluated for impacts on air quality conformity.

DVRPC then opened a 30+ day public comment period, in which the two draft documents, the Draft DVRPC FY2024 TIP and the Draft NJDOT and NJ TRANSIT STIP, were shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff requested the DVRPC Board to adopt the Draft TIP (with a List of Recommended Changes after the public

comment period) in September of 2023. After the DVRPC Board adopted the TIP with recommended changes, DVRPC submitted the document to NJDOT for approval and inclusion in the STIP, which was then submitted to NJDOT to federal partners (e.g., FHWA, FTA) for review and approval. When the federal partners approve the FY2024 STIP, the FY2024 TIP and STIP will become effective and will replace the FY2022 TIP and STIP for New Jersey.

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Figure 1: Development Timeline of the Draft DVRPC FY2024 TIP for New Jersey



Source: DVRPC, 2023

1.5 How Does a Project Get on the TIP?

Many TIP projects originate from asset management systems. Some come through state or regional competitive programs. On rare occasions, a few may come from one-time special discretionary additional funds to the region. Securing a spot on the TIP is not a simple task. For those not originating from an asset management system, competitive program award, or special discretionary funding, years of pre-implementation research and public input may precede a project's inclusion on the TIP. There are several ways in which a project can get on the TIP, and the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs analyses (e.g., from their asset management system) including citizen concerns and inquiries. Since only DVRPC member agencies may formally submit candidate TIP projects during the major TIP "Update" period, the local proposals are, in turn, reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state levels in much the same way.

Once each county and operating agency has developed its own list of projects and priorities, they are brought to DVRPC for funding consideration. The RTC reviews the list to ensure that the highest priorities of the region are being addressed within the limits of available resources and to assure consistency among projects and with the region's goals. The RTC makes recommendations to the DVRPC Board and is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups.

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

How is the TIP Funded?

The major funding source for projects listed in the Draft TIP is the IIJA. The IIJA is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), which allocate various funds to states and transit agencies with regional apportionment. In addition, funds are made available by New Jersey and Pennsylvania to match federal funding in varying ratios and to provide 100 percent financing for selected projects. Local counties, municipalities, private developers, toll authorities, and transit operators may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought.

1.6 What Happens to a Project Once It is on the TIP?

Once a project is on the TIP, a considerable amount of work remains to be done to bring it to completion. The designated lead agency ("Project Sponsor") is responsible for ensuring that its project moves forward. The lead agency, in most cases, is the state Department of Transportation (DOT) or transit operator and, in some cases, a county or city.

Highway projects typically proceed in phases (Preliminary Engineering, Final Design, Right-of-Way Acquisition, Construction). Each phase is included in the TIP, showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. Realistically, projects are often delayed due to unforeseen obstacles, such as environmental issues, and community concerns. Tracking each project's progress is important in order to identify and resolve delays as soon as possible and to reallocate resources as necessary to avoid losing them.

Once federal funds have been made available (termed federally “authorized” or “obligated”) for a project’s final Construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed), and the formal bidding process can begin.

1.7 Why Is Municipal and Interest Group Involvement Important?

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

1.8 How Can the Public Participate?

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

DVRPC provides various opportunities for the public to review its planning and programming activities. Representatives from the private sector, social service entities, environmental organizations, partnering agencies, and citizens are encouraged to comment on DVRPC’s policies and plans. To this end, an online commenting feature is available for Board action items, including TIP Actions. DVRPC’s website provides a wide array of information and interactive mapping. Materials are available in hardcopy upon request, at the DVRPC office or by mail. Project-specific open houses and listening sessions are held by project sponsoring agencies to inform the public and gather input.

Specifically, during the TIP update period, the public and other interest groups can comment on the Draft TIP before it is presented to the DVRPC Board for official adoption. Prior to Board adoption, DVRPC opens a public comment period. DVRPC held two virtual information sessions/public meetings within this period to allow the public an opportunity to present written comments on the Draft TIP and STIP projects and process to state, county, city, transit, and DVRPC staff. The TIP and STIP are available online, and a hardcopy of the documents are available upon request or at the DVRPC office. The TIP is also made available at certain public libraries across the region.

After the TIP is adopted and approved, monthly changes to maintain the TIP known as ‘TIP Actions’ (Amendments and/or Modifications), may occur. Despite careful planning, funding and scheduling may need to change during the course of the federal FY. The modification process is in place to assist this effort to provide necessary funding for projects in the TIP. The MOU in Appendix D of the TIP specifies different types of Amendments and Modifications that would require DVRPC, NJDOT, and/or federal approvals. All TIP documents (DVRPC Board Adopted/Current, and Prior Year TIPs, including a Summary of Amendments and Modifications to the Current TIP) are viewable on DVRPC’s website at www.dvrpc.org/TIP. Past and upcoming TIP Actions for Board approval are available at www.dvrpc.org/Committees/board

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 106 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 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	\$30.968	\$46.003	\$31.448	\$33.613	\$142.032
Camden	\$141.594	\$113.603	\$148.761	\$184.753	\$588.711
Gloucester	\$84.262	\$3.420	\$8.112	\$2.690	\$98.484
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

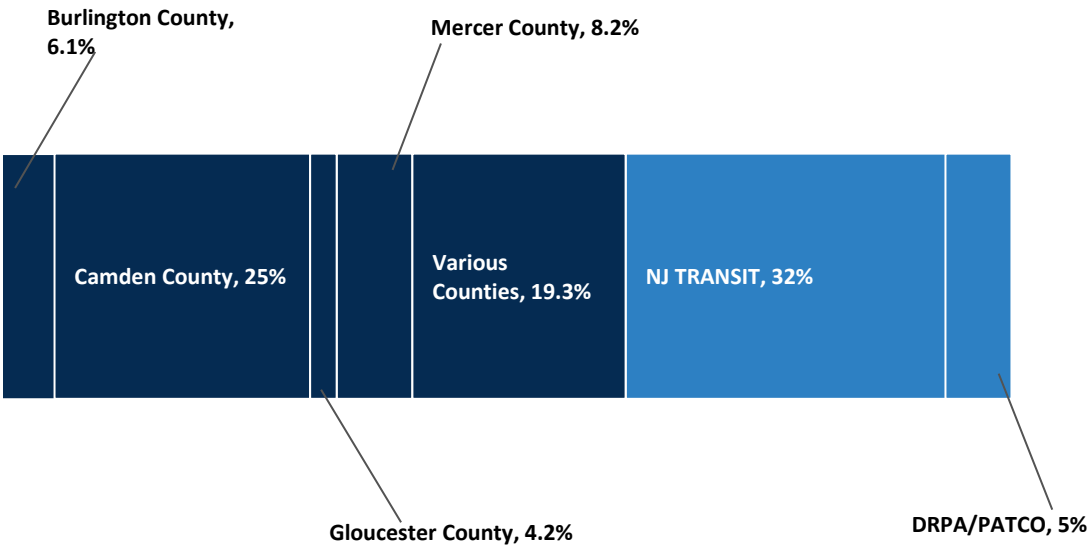
Out of approximately \$11.756 billion of Federal highway and State funding in the First-Four Years for Highway Program projects in the state of New Jersey, 52 percent or \$6.170 billion is distributed to the three MPOs for

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.

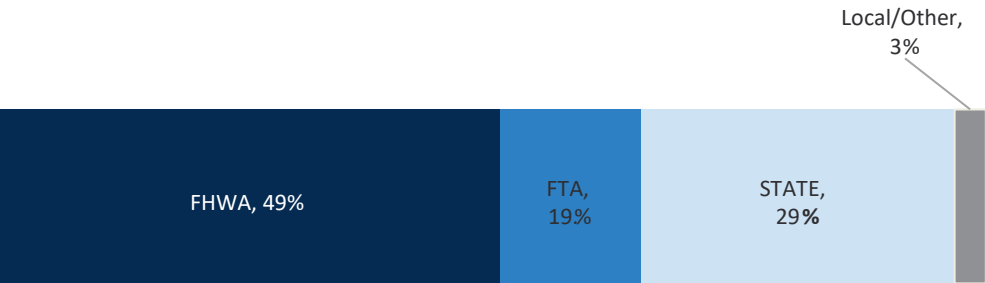
Figure 2: Summary of Highway and Transit Programs First-Four Years (FY24-FY27) Total Cost (Percentages)

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 TIP Project Benefit Evaluation Criteria for new projects. (See Appendix F for details on the 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/Swedesboro (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 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 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 occurs approximately on a four-year cycle, in order for it 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 non-exempt projects.

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 provides 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 www.transportation.gov/grants/infra-grants-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 Authority Commission [PA TURNPIKE], 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)		
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) (Continued)		
Walt Whitman Bridge: PA Approach De-leading & Painting. Deleading 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: Deleading 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		
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 (PA TURNPIKE)		
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 PA Turnpike, 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 Program (TA Set-Aside or TASA), the Safe Routes to School (SRTS) Program, and the DVRPC Congestion Mitigation and Air Quality Improvement Program (CMAQ).

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 others. 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 Improvement (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 (two in Pennsylvania and one in 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 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: Moving Better, Together

In 2021, the DVRPC TOP was 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

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY (Continued)			
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	\$2,900,0004
2015–2016	Fieldsboro, Florence, Bordentown. and Mansfield	Delaware River Heritage Trail, Route 130 Bypass, Fieldsboro to Florence Connector Trail (Circuit)4 (TAP)	\$2,320,0004
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
2002	Pine Hill	Pine Hill Streetscape Project ^(TE)	\$478,000

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)			
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
2015 – 2016	Camden City, Cherry Hill, Collingswood, Haddon, Pennsauken	Cooper River Park Access Improvements (Circuit) ⁴	\$600,000 ⁴

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)			
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
2012	Merchantville, Pennsauken	West Maple Avenue Streetscape Improvement Project ^(TE)	\$51,000

GLOUCESTER COUNTY (Continued)			
2012	Woodbury	Pedestrian Path to Connect Woodbury Neighborhoods, Retail and Recreation Areas ^(TE)	\$310,000
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	Roebbing 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

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

CHAPTER 3: **TITLE VI AND ENVIRONMENTAL JUSTICE**

As the region's MPO, DVRPC is mandated to ensure nondiscrimination in all of its programs and projects, including the TIP, and respond to federal guidance on Environmental Justice. There are two primary federal non-discrimination guidelines DVRPC follows in its planning efforts: Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (EJ) (#12898). At the time of writing this TIP document, there is no published guidance for MPOs related to Executive Order 14008: Tackling the Climate Crisis at Home and Abroad nor for the Justice40 Initiative, which aims to deliver 40 percent of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities. However, DVRPC is using USDOT's Equity Action Plan and related equity mapping tools such as the Equitable Transportation Community (ETC) Explorer, Area of Persistent Poverty (AoPP) & Historically Disadvantaged Communities (HDC) tool, and Climate and Economic Justice Screening Tool (CEJST) to inform the TIP process. DVRPC is prepared to incorporate this executive order into the TIP process once implementation guidance is formalized. There was recent guidance from PennDOT for the Commonwealth of Pennsylvania referred to as the "South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide" that DVRPC first followed for the update of the FY2021 TIP for Pennsylvania. DVRPC has followed this guidance as a best practice for the FY2024 TIP for New Jersey, since similar guidance has yet to be issued specifically for New Jersey.

The programming process that DVRPC facilitates during TIP updates is dynamic and complex. The process seeks to meaningfully address diverse needs and requirements in addition to Title VI and EJ considerations, and to ensure these requirements and considerations influence how the region's resources are allocated. In addition to Title VI and EJ, some other considerations in TIP programming include:

- ensuring consistency with DVRPC's Long-Range Plan vision, goals, and objectives;
- distributing resources to different geographic areas;
- supporting federal performance-based planning and programming measures;
- balancing competing transportation modes (transit, bicycle, pedestrian, freight, road);
- satisfying eligibility requirements of various funding sources (e.g., HSIP versus CMAQ); and
- staying within the constraints of the level of transportation funding that the region expects to receive.

3.1 What Are EJ and Title VI?

Title VI and EJ are required components in the metropolitan planning process due to legislative and executive actions: Title VI of the Civil Rights Act of 1964, the President's Executive Order #12898 from 1994, and the USDOT Order on Environmental Justice in Minority Populations and Low-Income Populations 5610.2(a).

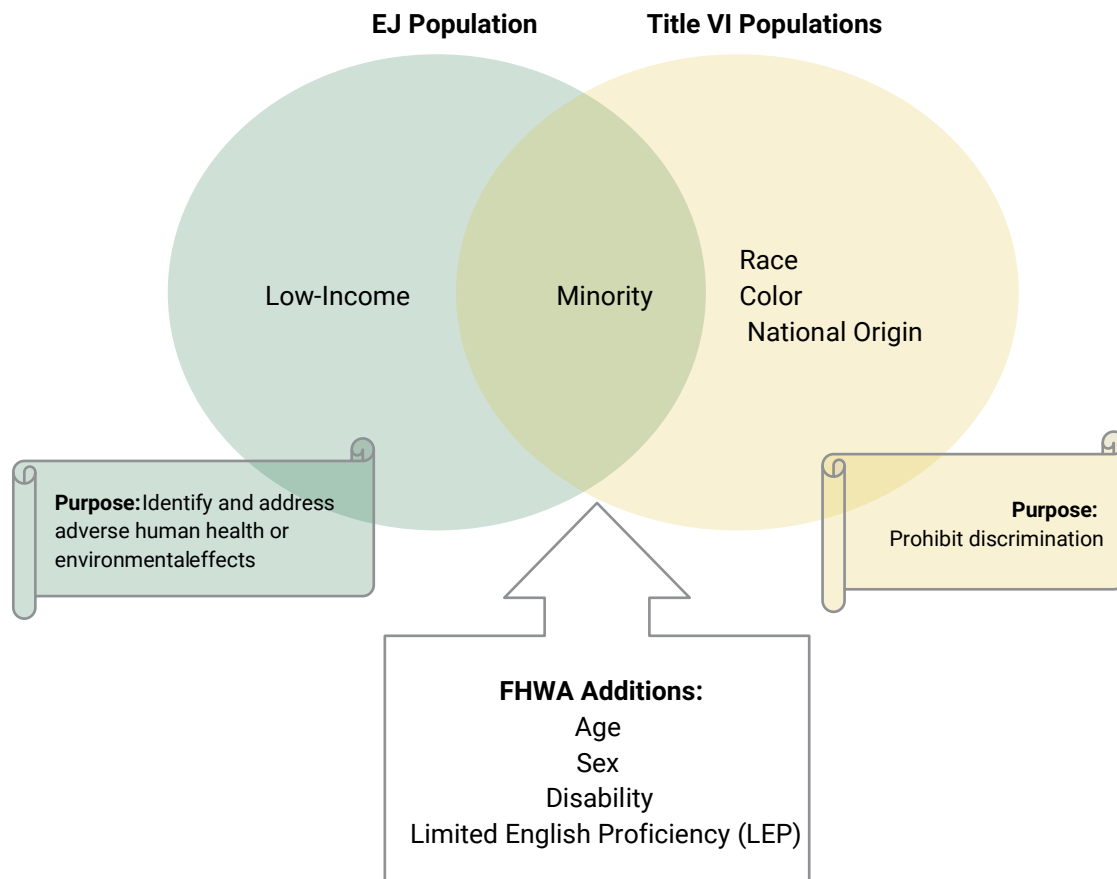
Title VI of the Civil Rights Act of 1964, which served as the foundation for the EJ Executive Order, is a nondiscrimination statute that states "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Additional guidance

from FTA and the FHWA encourage transportation agencies to follow non-discrimination guidelines based on sex, age, and disability.

The 1994 President's Executive Order #12898 on Environmental Justice ensures that each agency receiving federal financial assistance will make EJ its mission "by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States." Upholding the principle of environmental justice in transportation means that projects, such as highway expansions, do not have a disproportionately negative impact on communities that have historically been isolated from and disregarded in the planning process.

In the transportation realm, the USDOT Order on Environmental Justice in Minority Populations and Low Income Populations 5610.2(a) requires that transportation agencies fully consider environmental justice principles throughout planning and decision-making processes in the development of programs, policies, and activities. See Figure 3 for the overlap in populations and intent of Title VI and EJ. All transportation agencies must strive to offer the opportunity for people to be meaningfully involved in the development of transportation plans; all persons shall experience an equitable distribution of benefits and costs from transportation projects, programs, and policies; a person or population group should not be denied the benefits of the TIP; and agencies should avoid, minimize, or mitigate disproportionate burdens (high and adverse impacts) resulting from a program or project, especially for minority and low-income populations.

Figure 3: Populations and Purpose of EJ and Title VI



Source: DVRPC, 2023

DVRPC is committed to responding to the federal guidance on Title VI and EJ with additional guidance and feedback from federal, state, and regional partners. DVRPC's Regional Planning division, which includes the Office of Capital Programs, works with the Office of Communications and Engagement to address technical and public involvement activities, respectively, as they relate to Title VI and EJ. To meet the requirements of the federal guidance, DVRPC has and will continue to conduct the following activities:

Enhance its analytical capabilities to ensure that the Long-Range Plan and the TIP comply with Title VI.

Identify residential, employment, and transportation patterns of low-income and minority populations, so that their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed.

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

DVRPC's technical work involves the evaluation of Title VI and EJ issues through quantitative and qualitative analyses and mapping. In 2001, DVRPC developed a technical assessment to identify populations of concern that may be directly and disparately impacted by the Commission's plans, programs, and planning processes. This assessment, called Indicators of Potential Disadvantage, was significantly revised in 2010 and 2018. The IPD analysis is utilized in a variety of DVRPC plans and programs, including the TIP, and is available online at www.dvrpc.org/webmaps/IPD. For more information about DVRPC's Title VI Compliance Program and Public Involvement opportunities, please visit www.dvrpc.org/GetInvolved/TitleVI and www.dvrpc.org/GetInvolved/PublicParticipation.

DVRPC recognizes that transportation infrastructure investments form the backbone of a healthy and prosperous region, but their impacts may involve changes to traveler costs, accessibility, community cohesion, air quality, noise, visual quality, and other factors that can affect one community more than another and at different times of the project process (before, during, and after construction). Hence, Title VI and EJ are vital components of developing and evaluating the TIP.

3.2 Program Evaluation

In this FY2024 NJ TIP update, DVRPC performed an Environmental Justice and Equity analysis based on guidance from PennDOT for the Commonwealth of Pennsylvania referred to as the "South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide". This guide outlines strategies to accomplish the "core elements" (as described by the guidance) of an environmental justice analysis. The core elements that the guide prescribes are:

1. Identify environmental justice populations (Low Income, Racial Minority, and Ethnic Minority).
2. Assess conditions and identify needs.
3. Evaluate burdens and benefits.
4. Identify and address potential disproportionate and adverse impacts, which will inform future planning efforts.

Step 1: Identify Populations (Low Income, Racial Minority, and Ethnic Minority)

Table 10 provides an overview of demographic data from the U.S. Census Bureau for the four New Jersey region counties of Burlington, Camden, Gloucester, and Mercer counties. This includes information on the populations of minority and low-income populations, and other historically and currently disenfranchised populations, such as people with disabilities.

Table 10: Population Estimates in the DVRPC New Jersey Region

POPULATION GROUP	TOTAL ESTIMATES	PERCENTAGE OF REGIONAL TOTAL
Total	1,667,068	100%
White, Non-Hispanic	1,094,733	66%
Minority	660,099	39%
Black or African American, Non-Hispanic	284,937	17%
Hispanic	223,201	13%
Asian, Non-Hispanic	109,607	7%
Two or more races, Non-Hispanic	90,378	5%
Other Communities of Concern:		
Female	850,046	51%
Older Adults (65 years or older)	266,445	16%
Limited English Proficiency (LEP)	116,752	7%
Foreign Born	214,165	13%
Persons with a Disability	198,989	12%

Source: American Community Survey 5-Year Estimates, U.S. Census Bureau, 2017-2021

White, Non-Hispanic persons account for two-thirds of the DVRPC New Jersey region's population (at 66 percent), followed by Black or African American - Non-Hispanic (at 17 percent), Hispanic (at 13 percent), and Asian alone - Non-Hispanic (at 7 percent). Maps depicting concentrations of low-income and minority populations are included in Appendix G: Environmental Justice Appendix.

Step 2: Assess Conditions and Identify Needs

The Pennsylvania guide highlights the importance of informing planning partners of existing asset conditions before and after projects are selected for the TIP/STIP. During the TIP development process, DVRPC shared maps displaying bridge and pavement asset conditions along with demographic information that included EJ and Title VI populations with the New Jersey Subcommittee of the Regional Technical Committee (often referred to as the NJ TIP Subcommittee as mentioned in Chapter 1). This data informed a conversation among stakeholders about how to maintain and improve the region's transportation network equitably, avoiding disproportionate impacts or levels of investment. Appendix G contains various maps that illustrate mappable highway and transit projects in the TIP along with concentrations of low-income and racial and ethnic minority populations.

Bridge Conditions in Communities of Concern

Analysis of bridge conditions found that bridges in poor condition are not disproportionately located in communities with average, above-average, or well-above-average concentrations of either low-income or minority populations.

Pavement Conditions in Communities of Concern

Analysis of pavement conditions found that poor pavement condition is not disproportionately located in communities with average, above-average, or well-above-average concentrations of either low-income or minority populations.

Assessing conditions is important for Performance-Based Planning and Programming (PBPP; detailed in Chapter 4). MAP-21 and the subsequent FAST Act and IIJA require state DOTs and MPOs to use the PBPP approach in transportation decision making. This includes establishing baseline performance metrics for the transportation network, setting data-driven targets, selecting projects to help meet those targets, and tracking progress. The goal of PBPP is to ensure targeted investment of transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on outcomes related to goals including safety, infrastructure preservation, congestion reduction, and system reliability.

Transit Access

To understand access to transit, DVRPC uses mapping developed in the Equity Through Access (ETA) project, which is used in the region's Coordinated Human Services Transportation Plan (CHSTP). The ETA transit accessibility map layer shows a composite measure of regional public transit accessibility, considering how many areas a person could access in a 45-minute transit trip, the general number of essential services accessible in a 45-minute transit trip, frequency of service, and walkability of the block group to transit stations/stops. Using accessibility data at the block group level, the four characteristics were combined and ranked 1 through 10. Higher values were assigned to areas that are less accessible by transit and lower values were assigned to areas that are more accessible by transit. A map showing transit accessibility in the New Jersey portion of the DVRPC region is included in Appendix G.

Step 3: Evaluate Burdens and Benefits

The remaining core elements from the "South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide" are to evaluate burdens and benefits and to identify and address potential disproportionate and adverse impacts, which will inform future planning efforts as part of TIP equity analysis. DVRPC conducted this part of the analysis in three ways to understand if investments are potentially impacting protected population groups and/or communities of concern:

- program evaluation by project mapping;
- program evaluation of the allocation of investments; and
- review by project type.

Program Evaluation by Project Mapping

Although a number of projects were excluded from the analysis due to their inability to be geographically represented, the FTA and FHWA recommends utilizing geographic information systems (GIS) in equity analyses for identifying potential impact to communities of concern. A 50-foot buffer was applied to the mapped features (points and lines) to capture potentially impacted census tracts.

DVRPC also evaluated each project during the project selection process by using the TIP-LRP Benefit Evaluation Criteria and designated an IPD score (discussed in further detail below). Note that all new projects that appear on the TIP for the first time were part of this evaluation. After TIP projects were selected, the entire program of investments that can be mapped (“mappable”) was evaluated by census tract using the IPD analysis. Not all TIP projects can be mapped (“unmappable”) due to the scale and nature of the improvement (e.g., DB #D1601, New Jersey Regional Signal Retiming Initiative). There are 189 TIP projects in the Highway and Transit Programs that are not mappable and/or lack statistically significant residential census data. The list of unmappable projects is found in Appendix G.

Program Evaluation of the Allocation of Investments

Both the TIP project selection process and overall program evaluation rely on DVRPC’s Indicators of Potential Disadvantage (IPD) to analyze projects that can be mapped. There are nine population groups that are currently analyzed via the IPD, all of which have been identified as communities of concern under Title VI and/or EJ:

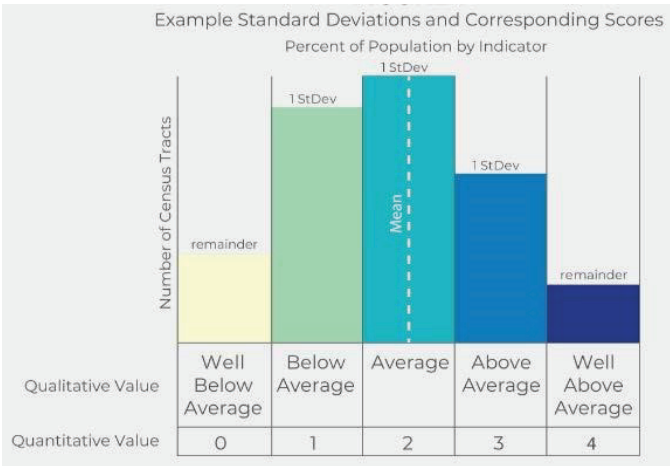
- | | | |
|--------------------|--------------------|---------------|
| 1. Youth | 5. Ethnic Minority | 8. Limited |
| 2. Older Adults | 6. Foreign Born | English |
| 3. Female | 7. Persons with | Proficiency |
| 4. Racial Minority | Disabilities | 9. Low-Income |

The IPD methodology evaluates each census tract in the region for the concentration of each of the nine IPD population groups listed above using American Communities Survey (ACS) data. This methodology is used in the TIP to understand the distribution of projects and how they may potentially benefit or burden communities of concern, particularly focusing on the low-income, racial minority, and ethnic minority populations.

In the IPD methodology, the data for each of the indicators in the IPD analysis is split into five categories, which are determined by using the regional average to create standard deviations for each indicator. A score is correlated with each of the five categories to create a system for comparing the concentrations of populations within TIP project areas. As Figure 4 illustrates, a census tract “cumulative score” (a composite IPD score ranging from 0 to 36) is determined by each of the indicator’s individual scores (0 to 4):

- Well below average (score of 0)
- Below average (score of 1)
- Average (score of 2)
- Above average (score of 3)
- Well above average (score of 4)

Figure 4: IPD Scoring Methodology



Source: DVRPC, 2023

These summary scores are then again organized into five categories from “well below average” to “well above average”, to allow for regional comparisons and evaluation:

- Well below average (scores from 0 to 11)
- Below average (scores from 12 to 16)
- Average (score of 17-20)
- Above average (scores from 21 to 24)
- Well above average (scores from 25 to 36)

Please visit www.dvrpc.org/webmaps/ipd/ for further details about the IPD.

Table 11 illustrates 66 total mappable projects with funding totaling slightly more than \$2.176 billion over a 10-year period (FY24–FY33) of the DVRPC FY2024 TIP for New Jersey. The mappable projects are organized by individual indicator scores for the Ethnic Minority, Low Income, and Racial Minority indicators and related costs to understand the distribution of projects by populations present. The majority of funds are programmed for projects located in areas with average, above average, and well above average concentrations of Ethnic Minority, Low Income, and Racial Minority populations.

Table 11: Economic Investment in Communities of Concern by Individual Indicator

Indicator and Score	# of projects	Total 10-year cost (in millions)	Percentage of investment (mappable projects only)
Ethnic Minority			
Well below average (score = 0)	0	\$0	0%
Below average (score = 1)	0	\$0	0%
Average (score = 2)	39	\$1,430.5	51%
Above average (score = 3)	12	\$204.9	25%
Well above average (score = 4)	15	\$541.3	24%
Low-income			
Well below average (score = 0)	0	\$0	0%
Below average (score = 1)	15	\$558.5	26%
Average (score = 2)	22	\$523.5	19%
Above average (score = 3)	15	\$562.8	32%
Well above average (score = 4)	14	\$531.9	23%
Racial Minority			
Well below average (score = 0)	0	\$0	0%
Below average (score = 1)	14	\$291	13%
Average (score = 2)	26	\$1,140.5	52%
Above average (score = 3)	10	\$202.2	10%
Well above average (score = 4)	16	\$543.1	25%
TOTAL OF MAPPABLE	66	\$2,176.8	100%
Unmappable projects	# of projects	Total 10-year cost (in millions)	Percentage of investment (unmappable projects only)
Do not have IPD score	189	\$15,217.7	87%
TOTAL OF MAPPABLE + UNMAPPABLE	255	\$17,394.5	100%

Source: DVRPC, 2023

DVRPC is not able to assign IPD scores and/or population percentages to projects that are not mappable from a geographical perspective or that are located in census tracts that lack statistically significant residential census data, so those projects were excluded from the analysis. For example, most projects in the Transit Program are either system-wide, equipment related, or program line items with no mappable,

physical locations. Projects that are in the Study and Development Program have no funding in the Highway or Transit Programs, so they are also excluded from the analysis. As shown in Table 11, 189 projects are unmapable, totaling 87% of the funding for the 10-year period (FY24–FY33) of the DVRPC FY2024 TIP for New Jersey.

Review by Project Type

Categorizing projects by their potential burdens or benefits enhances the transparency of a spatial investment analysis and project selection. Knowing a project’s impact type clarifies the implications of that project for the communities located near it and helps project implementation staff to prepare mitigation strategies. DVRPC staff assigns all TIP projects a primary project type based on their project descriptions in the TIP. The “South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide” assigned project categories into the three levels of potential impact: low, medium, and high, as shown in Table 12. As described in the guide,

“At the heart of EJ is the possibility that some projects may deliver regional benefits in terms of improved mobility and accessibility but have localized adverse effects that may be borne by EJ populations in proximity to the project. Roadway expansion projects may be the most typical of these types of projects. Such projects may be termed “projects of concern” and should be flagged as projects that will require environmental (NEPA) review during the project development phase.”

Table 12: Project Categorization and Potential Impacts Scheme from South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide

PROJECT CATEGORIES FOR EJ ANALYSIS	POTENTIAL IMPACT LEVEL
<ul style="list-style-type: none"> - Transit Improvements - Bike/Pedestrian Improvements - Signal/ITS Improvements - Streetscape - Intersection/Interchange improvements - Safety - Studies (such as those listed in the Study and Development Program) 	Lowest potential for adverse impacts or is Inherently beneficial
<ul style="list-style-type: none"> - Roadway and Bridge Maintenance - Bridge Repair or Replacement - Roadway New Capacity (minor) - Roadway Rehabilitation 	Low potential for adverse impacts or is potentially beneficial
<ul style="list-style-type: none"> - New Right-of-Way Roadway - Roadway Expansion 	Projects of concern: <i>High</i> potential for adverse impacts

Source: South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide, 2019

In the FY2024 TIP, a majority of projects with known impacts have “low potential for adverse impacts or are potentially beneficial” and comprise almost half (46 percent) of the total projects. Projects that have a high concern and “high potential for adverse impacts” make up 2 percent of the total projects. This makes sense as system preservation, not roadway new capacity or new right-of-way, remains one of the top priorities in the DVRPC TIP-LRP Project Benefit Evaluation Criteria and reflects the priorities of the regional Long-Range Plan. Bridge Repair/Replacement and Roadway Rehabilitation have a “lower potential for adverse impacts” and comprise approximately a quarter of projects in the TIP.

Table 13: Project Categorization and Potential Impacts Scheme for DVRPC TIP, adopted from South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide

Project Categories for TIP projects	Potential Impact Type	Number of Projects in NJ FY2024 TIP	Percentage of Projects in FY2024 TIP
<ul style="list-style-type: none"> Roadway New Capacity 	Projects of concern: High potential for adverse impacts	5	2%
<ul style="list-style-type: none"> Bridge Repair/Replacement Roadway Rehabilitation 	Lower potential for adverse impacts/potentially beneficial	66	26%
<ul style="list-style-type: none"> Bicycle/Pedestrian Improvement Intersection/Interchange Improvements Local County & Municipal Aid Signal/ITS Improvements Streetscape Transit Improvements 	Low potential for adverse impact/inherently beneficial	118	46%
<ul style="list-style-type: none"> Other 	Unknown or little-to-no potential for adverse impact/inherently beneficial	66	26%
TOTAL		255	100%

Source: DVRPC, 2023

Step 4: Identify and Address Potential Disproportionate and Adverse Impacts to Inform Future Planning Efforts

DVRPC conducted the analysis of the FY2024 New Jersey TIP at a regional level to identify any potential disproportionately high and adverse impacts and determine what actions to take to address any impacts. The DVRPC FY2024 New Jersey TIP does not appear to have a potential disproportionate and adverse impact to communities of concern. However, if disproportionate impacts were found in the TIP, DVRPC could take the following actions:

- Re-evaluate the current selection of projects in the TIP with planning partners;
- Explore and implement mitigation strategies;
- Use this information to inform the selection of projects for the next TIP update.

DVRPC does not serve as “judge or jury” in determining whether a project can be approved or rejected based on disproportionate burden. Rather, DVRPC is responsible for providing information and analysis to the TIP development process for planning partners to meet Title VI and EJ requirements and guidelines.

3.3 Fostering and Sustaining a Unified Process

DVRPC will continue to follow the best practices listed below to avoid disproportionate impacts on environmental justice and other communities of concern:

Better Engage Communities of Concern Early and Often in the Regional Planning Process

Involving members of communities of concern in the planning process early and often is an important part of preventing disproportionate burdens from transportation projects. DVRPC invites members of environmental justice and civil rights organizations and communities to participate in specific projects and on standing committees, such as the Public Participation Task Force (PPTF) and the Healthy Communities Task Force. DVRPC’s PPTF provides ongoing access to the regional planning and decision-making process, serves as a conduit for DVRPC information to organizations and communities, and assists with implementing public outreach strategies. The PPTF includes members selected through an application process designed to maintain a regionally inclusive task force with diverse interests and backgrounds, including EJ and Title VI populations. All members of the public are also encouraged to join a scheduled NJDOT public information center to learn more about any NJDOT sponsored project that they are interested in at www.nj.gov/transportation/community/meetings. More broadly, members of the public are encouraged to engage with local municipalities, county planners, DVRPC, and NJDOT in the early stages of problem identification and project development. Lastly, DVRPC will continue to explore the benefits and burdens associated with transportation projects, particularly those that can be identified during the programming phase, to avoid, minimize, or mitigate disproportionate burdens, through its Title VI Compliance Program.

Continue to Incorporate Title VI and EJ in Project Selection (TIP-LRP Project Benefit Evaluation Criteria)

New candidate projects for the DVRPC FY2024 New Jersey TIP were evaluated using the DVRPC TIP-LRP Project Benefit Evaluation Criteria before projects were selected for the constrained draft TIP. This will continue during the life of the TIP (if there are available funds available for new projects) and for the next TIP update. The goal of the Project Benefit Evaluation Criteria is to provide a data-informed support tool to guide transportation project investment decisions. The Project Benefit Evaluation Criteria includes an Equity Criterion, weighted at 12 percent of the total score, which evaluates Equity as it is broadly defined in the Long-Range Plan. This analysis relies on DVRPC’s IPD methodology, which includes EJ and Title VI populations, as well as other communities of concern. Projects receive points based on the IPD analysis for each census tract the project touches, including a population multiplier for each census tract. In addition, any project that increases vehicle speeds above 30 miles per hour or increases traffic volumes in census tracts with above-average or well-above average IPD scores will be given a score of 0 points for the Equity Criterion.

The Project Benefit Evaluation Criteria also includes consideration of areas with high concentrations of low income, minority, and other communities of concern as part of the Safety Criterion. Safety is the highest weighted criterion in the Project Benefit Evaluation analysis at 27 percent of the total score. Projects that implement safety strategies with proven benefits in locations identified by DVRPC’s Crashes

and Communities of Concern in the Greater Philadelphia Region analysis (Publication #18022) are awarded additional points.

Explore Project-Level Opportunities for EJ

NJDOT evaluates potential adverse effects on EJ communities as part of the NEPA process. Recognizing that certain types of actions are unlikely to generate disproportionately high and adverse effects on EJ populations, PennDOT, in consultation with FHWA, developed a list of projects exempted from detailed project level EJ analysis (see PennDOT Publication #746 for further details). This resource was used for the DVRPC FY2024 TIP for New Jersey to evaluate TIP projects, and to keep a similar, federally approved methodology in place.

For non-exempted projects, information on EJ populations that was gathered during the planning process is evaluated and additional information about EJ populations in the project area is gathered if necessary. This includes going beyond the immediate project location to assess impacts from detour routes or impacts to transit services, as applicable. DVRPC helps provide data and guidance to this process and as requested at the project level. This analysis identifies and discusses both direct impacts and indirect/cumulative effects that would result from a given project, then determines if there are disproportionately high and adverse effects on EJ populations. If it is determined that there are disproportionate impacts that cannot be offset by project benefits, where feasible, strategies to minimize those effects are incorporated into the project.

Although the NEPA process is focused on avoiding and mitigating excessive burdens and adverse effects of transportation projects, it is also important to recognize the clear benefits of many projects on the TIP for the communities where the projects are located.

Taking a closer look at some of the projects in the categories above, there are numerous projects in the “Lower” and “Low” potential for adverse impact/inherently beneficial categories that are focused on providing benefits to communities with higher-than-average concentrations of Low-Income, Racial Minority, and Ethnic Minority populations. These include dozens of projects to repair bridges, pavement, and transit infrastructure, as well as numerous projects to improve safety. Specific examples of inherently beneficial projects in communities with high concentrations of EJ and Title VI populations include:

- DB #D2023: Circulation Improvements around Trenton Transit Center;
- DB #D1914: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561);
- DB #D1709: Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements);
- DB #X107: Transportation Alternative Set Aside: Greenwood Avenue Streetscape Project;
- DB #X065: Pedestrian and Bike Lane Improvements for Access to the Ashland PATCO Station;
- DB #15423: ADA South, Contract 4;
- DB #D1910: Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) Safety Improvements and Mobility Improvements for Cyclists and Pedestrians;
- DB #DR2008: PATCO Rail Replacement - Ferry Avenue to Broadway;
- DB #16340: Route 130, Bridge over Main Branch of Newton Creek;
- DB #T44: Northeast Corridor (NEC) Improvements;
- DB #17412: North Olden Avenue (CR 622), Bridge over Amtrak (Study and Development);
- DB #D1710: Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek; and

- DB #12346A: Route 130, CR 545 (Farnsworth Avenue) Pedestrian and Bicycle Improvements.

Appendix G contains various maps that illustrate mappable highway and transit projects in the TIP along with concentrations of low-income and racial and ethnic minority populations.

CHAPTER 4: Performance-Based Planning

Background

The IIJA/ BIL continues the requirements established in MAP-21 and FAST Act for state DOTs and MPOs to establish and use a performance-based approach in transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The IIJA/BIL also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets and linking investment priorities to those performance targets.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 USC 150(b) outlines the national performance goal areas for the federal-aid program. This statute requires the FHWA to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in 23 CFR 490. The goal of PBPP is to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goal areas:

1. Safety
2. Infrastructure Preservation
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

The FHWA has established three performance measure regulations for roadway safety (PM1), bridge and pavement condition (PM2), and system performance (PM3), which addresses system reliability, freight reliability, and air quality. The FTA has established performance measures for Transit Asset Management (TAM) and Transit Safety. The regulations required by FTA have established a strategic and systematic process of operating, maintaining, and improving each public capital asset effectively through its lifecycle. The performance management requirements are a minimum standard for transit operators and involve measuring and monitoring the following:

1. Transit Rolling Stock
2. Transit Equipment
3. Transit Facilities
4. Transit Infrastructure
5. Transit Safety Infrastructure Preservation

MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets or develop their own regional targets. DVRPC has memoranda of agreements with various pertinent planning partners, including state DOTs, transit operators, and other MPOs, for each of the performance measure areas. The agreements outline how the planning partners will select and report performance targets and the reporting of performance. For additional information or to view the latest TPM updates, visit www.dvrpc.org/TPM.

4.1 Highway Safety Performance Measures (“PM1”)

In March 2016, the FHWA Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule requires state DOTs and MPOs to set annual targets for five safety-related performance measures with the understanding that reaching zero fatalities on all public roads will require time and significant effort. A target is defined in 23 CFR 490.101 as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FHWA. The federal safety performance measures are consecutive five-year rolling averages for:

1. Number of Fatalities
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Number of Suspected Serious Injuries
4. Rate of Suspected Serious Injuries per 100 Million VMT
5. Number of Non-Motorized Fatalities and Non-Motorized Suspected Serious Injuries

The non-motorized performance measure focuses on pedestrians and bicyclists killed or seriously injured in a crash. State DOTs report baseline values, targets, and progress toward meeting the targets to FHWA in an annual safety report. FHWA requires DOTs and MPOs to establish safety targets on an annual basis, beginning with targets for calendar year (CY) 2018. MPOs may either establish quantitative targets for their metropolitan planning area or agree to adopt the statewide targets.

DVRPC Regional Safety Targets and Goals

In January 2022, after a focused exploration of data trends during the preceding year, the DVRPC partners adopted regional safety targets in support of the Regional Vision Zero 2050 program. Regional Vision Zero provides the context for more meaningful and substantive strategies to improve safety system-wide. If an MPO adopts regional targets, they must adopt targets that cover the entire MPO region. The adopted regional safety targets capture fatal and suspected serious injury data for the combined nine-county bi-state DVRPC region as required by the FHWA. In February 2023, the DVRPC Board updated the regional safety targets to satisfy MPO requirements under the federal transportation performance management process. The DVRPC 2023 regional safety targets are shown in Table 14 for reference. These targets were informed by the Regional Vision Zero 2050 trend line, updated with new data and careful consideration of previous trends, recently constructed projects, and the current socioeconomic environment. The targets are the result of a collaborative process conducted with DVRPC partners. The targets satisfy federal requirements and are consistent with New Jersey’s goal to achieve zero deaths on all New Jersey public roads by 2050. This long-term safety vision requires time to change attitudes and behaviors, while perpetually constructing infrastructure improvements that reduce the frequency and severity of crashes. DVRPC agrees to plan and program projects that contribute toward meeting or exceeding the regional safety targets.

Table 14: DVRPC Regional Safety Targets

Performance Measure	Regional Baseline (2017-2021)	Regional Target (2019-2023)
Fatalities	429.0	387.2
Rate of Fatalities Per 100 mil VMT	1.103	0.940
Suspected Serious Injuries	1,455.4	1,256.3
Suspected Serious Injuries Per 100 mil VMT	3.736	3.100
Non-Motorized Fatalities and Suspected Serious Injuries	402.4	350.2

Source: DVRPC, 2023

NJDOT has statewide safety targets, shown for reference in Table 15. FHWA will determine whether a state has met or made significant progress toward its safety performance targets. A state is considered to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance measure is better than baseline performance.

Table 15: NJDOT Statewide Safety Targets

Performance Measure	Statewide Baseline 2017-2021	Statewide Target 2019-2023
Number of Fatalities	605.4	669.4 ¹
Rate of Fatalities per 100 mil VMT	0.814	0.906 ¹
Number of Serious Injuries	2,305.8	3,079.6 ^{2,3}
Rate of Serious Injuries per 100 mil VMT	3.136	4.178 ^{1,2,3}
Number of non-motorized fatalities and non-motorized serious injuries	660.0	848.2 ^{1,2,3}

Source: NJDOT, 2023

1. The COVID-19 Pandemic led to a decrease in VMT in 2020 and an unexpected increase in fatalities in New Jersey, with similar trends nationwide. The trend of increasing fatalities has continued through 2021, 2022, and year-to-date 2023.

Although the VMT are increasing on New Jersey's roadways, it is not at pre-pandemic levels to date.

2. Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in the serious

injuries numbers for 2019-2021. For example, a crash victim with a broken arm that would have previously been classified as a Moderate Injury, is now classified as a Suspected Serious Injury. As a result, New Jersey saw an increase in reported serious injuries due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well.

3. The continued challenges posed by changes in the police crash report form and the COVID-19 Pandemic have rendered previous injury trends and models ineffective, leading to challenges in developing data projections

Meeting the previous target (2017–2021) is determined by whether the 2017–2021 Performance—based on actual 2017–2021 crash records—either meets the target or is less than the previous baseline (2015–2019) that was used to establish the previous target. A state is considered to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance. The 2017–2021 Performance (actual) data is also the baseline, or the basis, for the new 2019–2023 targets. Upon review, New Jersey did not achieve its targets nor did it perform better than baseline. FHWA has not issued a decision based on final data at the time of writing.

If a state has not met or made significant progress toward meeting its targets, the state must comply with the provisions set forth in 23 USC 148(i) for the subsequent fiscal year. The state is required to:

- Use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects.
- Submit an HSIP Implementation Plan that describes actions the state will take to meet or make significant progress toward meeting its targets. The HSIP Implementation Plan should guide the state's project decisions so that the combined 148(i) provisions lead to the state meeting or making significant progress toward meeting its safety performance targets in subsequent years.
- As part of the National Roadway Safety Strategy, the FHWA issued new guidance as part of the IIJA to help states better protect “vulnerable road users,” that is pedestrians, cyclists, and people who use wheelchairs. The Vulnerable Road User Special Rule provides that “If the total annual fatalities of vulnerable road users in a State represents not less than 15 percent of the total annual crash fatalities in the State, that State shall be required to obligate not less than 15 percent of the amounts apportioned to the State under section 104(b)(3) for the following fiscal year for highway safety improvement projects to address the safety of vulnerable road users.” The guidance requires Vulnerable Road User Safety Assessments developed by states to identify areas of “high risk” informed by demographic and performance data developed in consultation with local governments. NJDOT is beholden to the rule and has begun its outreach to affected communities. DVRPC has been included in this process.

The New Jersey 2020 Strategic Highway Safety Plan (SHSP) is an action-oriented and data-driven statewide, coordinated safety plan that provides a comprehensive framework for reducing fatal and serious injury crashes on all public roads in New Jersey. Available online at www.saferoadsforallnj.com, the SHSP incorporates the five Es: Education, Enforcement, Engineering, Emergency Response, and Equity. It was updated in collaboration with federal, state, county/regional, municipal, and non-profit and private safety stakeholders, including New Jersey’s three MPOs, to focus on data-driven and action-oriented activities that will be most effective in reducing fatalities and serious injuries.

The New Jersey 2020 SHSP continues to support the national vision for highway safety—*Toward Zero Deaths: A National Strategy on Highway Safety*. Reaching zero fatalities will require time and significant effort by

different partner agencies, and therefore, federal guidance requires setting and meeting annual targets to monitor and gauge progress towards the long-term goal of zero deaths. Annual targets must be data driven, realistic, and achievable to help agencies better utilize their safety resources in ways that can result in the greatest reduction in fatalities and serious injuries over time. The previous New Jersey 2015 SHSP established a statewide goal to reduce serious injuries and fatalities by 2.5 percent annually. The current New Jersey 2020 SHSP sets a more aggressive statewide goal to reduce serious injury and fatal crashes by 3 percent annually.

NJDOT and the DVRPC Board are committed to directing resources to infrastructure-related safety strategies and diligently strive to drive down fatalities and serious injuries with an ultimate safety vision of zero deaths. The New Jersey 2020 SHSP will continue to guide the development of safety projects and allocation of HSIP funding and other resources to reduce highway fatalities and serious injuries on New Jersey's public roadways. Currently, highway safety improvement projects funded with HSIP funds are required to be consistent with New Jersey 2020 SHSP, such as developing and funding projects that adhere to one or more safety emphasis areas within the New Jersey 2020 SHSP: intersections, driver behavior, lane departure, data, equity, pedestrians and bicyclists, and other vulnerable road users. There are also various federal funding opportunities besides HSIP funds (e.g., Surface Transportation Block Grant Program–Philadelphia [STBGP-PHILA]) that can help support safety goals. HSIP-funded projects must adhere to performance-based goals focusing resources on areas of greatest need and potential for the highest rate of return on the investment of HSIP funds on all public roads.

Coordination and Progress toward Highway Safety Targets

The TIP-LRP Project Benefit Evaluation Criteria is a set of criteria based on regional priorities that DVRPC staff use to evaluate new candidate projects that are being considered for addition to the TIP. The criteria were developed with New Jersey and Pennsylvania members of a working subcommittee of the DVRPC RTC and were designed to align directly with the multimodal goals of the Long-Range Plan, support federal performance measure targets, and to reflect the increasingly multimodal nature of projects in the TIP. After defining the criteria, the working subcommittee weighted them, with higher weights equaling higher priorities for the DVRPC region. Please note that the criteria are currently being updated and will be presented for adoption to the DVRPC Board at the appropriate time.

In the current TIP-LRP Project Benefit Evaluation Criteria, safety is rated as the highest priority. Further, all new TIP candidate projects are evaluated for how they could potentially impact safety-critical elements (for transit) and high-crash road locations, or whether they will incorporate one or more FHWA-proven safety countermeasures (for highway). See Appendix F of this document for further information about the TIP-LRP Project Benefit Evaluation Criteria.

To strengthen communication and coordination efforts, various technical safety experts and planning staff from the MPOs and NJDOT meet regularly to discuss HSIP project advancement and performance measure targets and goals. The projects funded in the TIP will continue to make progress toward target achievement. At the NJDOT statewide and DVRPC regional levels, projects and programs are selected for HSIP funding in New Jersey to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads in the state to support achieving safety targets. The TIP includes various HSIP-funded safety projects and programs in the DVRPC Regional Highway Program and the Statewide Program to make progress toward safety targets. As noted below, numerous projects that are not HSIP-funded will also implement safety improvements that will support achieving safety targets.

HSIP funds are set aside every federal FY in the DVRPC TIP and the STIP to advance projects that are evaluated and ranked based on Benefit/Cost analysis, Highway Safety Manual analysis, fatal and injury crashes, application of systemic improvements, improvements on local roads, and deliverability. In the TIP, the DVRPC region is allocated around \$3 million of HSIP funds annually as part of the State's Financial Guidance for locally sponsored, HSIP-eligible projects on New Jersey HSIP-eligible High-Risk Rural Roads (DB #04314). The list of locations results from a data-driven analysis prepared by NJDOT, that prioritizes fatal and serious injury crash concentrations in four categories: intersections, high risk rural roads, pedestrian corridors, and pedestrian intersections. Appropriate design and construction projects at these roadway locations are eligible for HSIP funds.

DVRPC, county and city partners, and NJDOT staff work together to develop safety projects at these locations. These projects are noted in Table 16. Potential projects are evaluated by using the Highway Safety Manual to ensure the identified safety improvement will have a positive benefit/cost ratio that meets NJDOT standards. In July 2015, NJDOT established a Systemic Pilot Program for Roundabouts to provide counties an opportunity to implement at least one modern roundabout on local roadways in each county. Burlington and Camden counties in the DVRPC region have taken this opportunity.

The Statewide Program includes but is not limited to the following programs to improve safety throughout the State of New Jersey:

- **Highway Safety Improvement Program Planning (DB #09388)** is an annual program for Safety Management System and Rail-Highway safety improvement projects. Through the guidance of the HSIP (23 CFR 924), it identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways.
- **Motor Vehicle Crash Record Processing (DB #X233)** is an annual program that provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction) process.
- NJDOT's **Rail Highway Grade Crossing Program, Federal (DB #X35A1)** is intended to eliminate hazards at rail-highway grade crossings, rehabilitate grade crossing surfaces, and install protective warning devices for roadways.
- **Safety Programs (DB #19370)** is an annual program to support HSIP eligible Safety Engineering Projects and pedestrian safety improvement projects, including engineering, right-of-way acquisition and construction activities intended to reduce fatalities and serious injuries on New Jersey roadways.
- **Utility Pole Mitigation (DB #15344)** is an annual program that seeks to identify and mitigate locations with incidents of high recurring utility pole accidents throughout New Jersey.

Many other TIP projects funded with federal non-HSIP funds will provide safety benefits to the roadway system, such as Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914) in the City of Camden. Concept Development for this project was funded with local HSIP funds and originated from DVRPC's Local Safety Program (recall Section 2.8 Special Programs). HSIP, or STBGP-PHILA (whichever is determined to be appropriate) funding for the project, will be explored as the project advances through design. Resurfacing, guiderail and vegetation maintenance, and bridge

improvement projects are all expected to provide safety improvements and help decrease fatality and serious injury crashes.

Table 16: Local Safety Roadway Projects in the TIP

SPONSOR	DB #	PROJECT TITLE AND MUNICIPALITY	SHSP EMPHASIS AREA	PHASE	Fiscal Year	COST (In Millions)
Burlington County	04314	Systemic Roundabout at CR 541 (Stokes Road) & CR 648 (Willow Grove Rd) in Shamong Township	Intersections	CON	2024	\$2.5 HSIP
Camden County	D1913	Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout in Winslow Township	Intersections	DES	2024	\$0.259 HSIP
				CON	2024	\$1.277 M (\$0.259 HSIP / \$1.018 STBGP - PHILA)
Camden County	D1914	Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) in the City of Camden	Pedestrians and Bicyclists	DES	2024	\$0.738 HSIP
				CON	2025-2028	\$9.835 M STBGP-PHILA
Mercer County	D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) in Ewing Township	Pedestrians and Bicyclists	CON	2025-2027	\$6.956 M HSIP

Source: DVRPC, 2023

Lastly, NJDOT develops an annual safety investment strategy for all HSIP-funded activities and projects. The annual investment strategy demonstrates the linkage between the objectives of the SHSP and the projects being implemented to focus on the most effective safety improvements.

4.2 Infrastructure (Pavement and Bridge) Performance Management Measures Rule (“PM2”)

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program (NHPP) was published in the Federal Register (82 FR 5886) on January 18, 2017, and became effective on February 17, 2017. It established performance measures for all state DOTs to use to carry out the NHPP and to assess the condition of pavements on the Interstate system; pavements on the NHS (excluding the Interstate system); and bridges carrying the NHS, which include on- and off-ramps connected to the NHS. This rule established six measures related to the condition of the infrastructure on the NHS. The measures are commonly known as PM2. The current regulations are found at 23 CFR 490 Subpart C and Subpart D. Targets are established for these measures as part of a four-year performance period; the first was 2018 to 2021. This TIP includes projects that will impact the second four-year performance period of 2022 to 2025.

The pavement and bridge performance measures include:

- percentage of Interstate pavements in good condition;
- percentage of Interstate pavements in poor condition;
- percentage of Non-Interstate NHS pavements in good condition;
- percentage of Non-Interstate NHS pavements in poor condition;
- percentage of NHS bridges by deck area classified in good condition; and
- percentage of NHS bridges by deck area classified in poor condition.

Like PM1 (highway safety), MPOs must establish targets by either agreeing to support the state targets or establishing their own quantifiable targets no later than 180 days after a state DOT establishes (or amends) its targets. On February 23, 2023, the DVRPC Board agreed to support NJDOT's statewide Pavement and Bridge Infrastructure Performance targets and NJDOT's efforts at achieving those targets shown in Table 17 (pavement) and Table 18 (bridge) below.

Pavement Performance Targets

The Infrastructure Performance Management Measures (PM2) Rule requires the state DOT to report and manage performance of the NHS, regardless of ownership or maintenance responsibility, for the full extent of the Interstate and non-Interstate NHS. In New Jersey, 83 other owners, including authorities, counties, and municipalities, own 37 percent of the state's 12,245 NHS lane miles (NJDOT, 2022). The rest are owned by NJDOT.

Federal rulemaking 23 U.S.C. 119 requires that all distress component information be collected for one-tenth mile increments. Pavement condition is measured by four distress components (International Roughness Index, Cracking, Rutting, and Faulting), which are then translated to good, fair, or poor condition scores per FHWA criteria and then broken out into separate values for the Interstate and Non-Interstate NHS.

- **International Roughness Index** quantifies how rough the bituminous and concrete pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile.
- **Cracking** measures the percentage of bituminous and concrete pavement surface that is cracked.
- **Rutting** measures the depth of ruts (surface depression) in bituminous pavement in inches.
- **Faulting** quantifies the misalignment between concrete slabs as the difference in elevation across transverse concrete pavement joints in inches.

NJDOT uses two metrics to assess pavement condition: ride smoothness and a Surface Distress Index that includes cracking in the travel lane, rutting, faulting, patching, shoulder drop-off, and other indications of pavement deterioration. The three categories of pavement condition metrics for NHS pavements are ride smoothness, cracking in the wheel paths, and rutting for asphalt pavements or faulting for concrete pavements. All three metrics must be good for a pavement to be rated Good. Two or more must be poor to be rated Poor. Roughness affects travel speeds, safety, comfort, and transportation costs. Cracking, rutting, and faulting are surface indicators of underlying structural deterioration. All three pavement types consider the International Roughness Index and cracking. Bituminous pavements additionally consider rutting, while jointed concrete also utilizes faulting.

The federal Infrastructure PM Rule requires that less than five percent of Interstate miles be considered in poor condition to meet the federal threshold for pavement condition. If pavement conditions on the Interstate system fail to meet the federal minimum condition thresholds in the most recent year of the State biennial

report, the state DOT must comply with the provisions set forth in 23 USC 119(f) for the subsequent fiscal year. The State shall:

- Use obligation authority to transfer a portion of State Transportation Planning (STP) funds to the NHPP for maintenance projects to address interstate pavement conditions.

Table 17: New Jersey NHS Pavement Infrastructure Performance Targets and Progress

Pavement Infrastructure Measure	Condition	2021 4-Year Performance	2021 4-Year Target	Target Met?	2021 Baseline	2023 2-Year Target	2025 4-Year Target
Interstate Pavement	Good	75.7%	50%	Yes	75.7%	75.7%	77%
	Poor	0.1%	2.5%	Yes	0.1%	0.1%	0.1%
Non-Interstate NHS Pavement	Good	41.6%	25%	Yes	41.6%	41.6%	43%
	Poor	4.8%	15%	Yes	4.8%	4.8%	4%

Source: DVRPC, 2023

- Submit a Transportation Asset Management Plan (TAMP) that describes actions the state will take to meet or make significant progress toward meeting its targets. The TAMP should guide the state's project decisions in order to meet or make significant progress toward meeting its infrastructure performance targets in subsequent years.

If a state has not met or made significant progress toward meeting its targets on the Non-Interstate NHS system, the state DOT shall:

- Submit a TAMP that describes actions the state will take to meet or make significant progress toward meeting its targets. The TAMP should guide the state's project decisions in order to meet or make significant progress toward meeting its infrastructure performance targets in subsequent years.

Bridge Performance Targets

Similar to pavement, the PM2 rule requires the state DOT to report and manage performance of all bridges on the NHS, regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. Statewide, 53 percent of the state's 61.34 million square feet of NHS bridge deck area is owned by owners other than NJDOT, including authorities, counties, and municipalities (NJDOT, 2022).

FHWA's performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good and poor condition by deck area on the NHS. A structure's overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the components of a structure qualify as poor, the structure is deemed poor. 23 CFR 490.411(a) requires that no more than 10 percent of a state's total NHS bridges by deck area be in poor condition. It is important to note that poor does not correlate to the safety rating of the bridge. The bridge condition performance measures are calculated by summing the deck area of bridges in "good" and "poor" condition and dividing by the total deck area of all NHS bridges.

Both the Federal Highway Administration (FHWA) and NJDOT use bridge condition measures developed by the National Bridge Inventory to monitor the performance of NBIS bridges on the NHS and State Highway System (SHS). Bridges are inspected at least once every two years. A structure’s overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. Conditions are recorded and assigned into Good, Fair, and Poor categories, as described below. In NJDOT’S Transportation Asset Management Plan (TAMP), the term state of good repair (SGR) is used to describe bridges in Good or Fair condition.

As with the pavement condition measures, DVRPC relied upon NJDOT for calculation of bridge condition metrics and supported NJDOT’s statewide targets (the desired SGR), as shown in Table 18. The DVRPC Board agreed to plan and program projects that contribute toward meeting or exceeding NJDOT’s statewide Pavement and Bridge Infrastructure targets on February 23, 2023.

Table 18: New Jersey NHS Bridge Infrastructure Performance Targets and Progress

Bridge Performance Measure	Condition	2021 4-Year Performance	2021 4-Year Target	Target Met?	2021 Baseline	2023 2-Year Target	2025 4-Year Target
NHS Bridge Deck Area	Good	21.3%	21.3%	Yes	21.3%	21.3%	23%
	Poor	6.6%	6.8%	Yes	6.6%	6.6%	6%

Source: DVRPC, 2023

Coordination and Progress toward Pavement and Bridge Infrastructure Performance Targets

NJDOT continues to hold stakeholder meetings and workshops that include the assessment and analyses of the state NHS network pavement and bridges and the State Highway System pavement and bridges as well as discussions related to performance measures, targets and target setting approach, SGR objectives, issues, and challenges. Since a significant amount of the NHS in the state is owned by other jurisdictions, stakeholders include non-NJDOT NHS owners. The MPOs in New Jersey assist NJDOT with the collection and dissemination of data to the non-NJDOT NHS owners. The MPOs have agreed to use the infrastructure targets that NJDOT established and to adopt the statewide federal TPM infrastructure targets. State DOTs must submit interim and full term (two- and four-year) progress reports for the PM2 performance measures to demonstrate whether they have met or made significant progress toward meeting the targets. The states submitted their first two-year progress reports to FHWA in October 2020.

To meet the federal threshold for bridge condition, the federal Infrastructure PM2 Rule requires that no more than 10 percent of the total deck area of bridges on the NHS be considered structurally deficient. If a state has not met the federal threshold for bridge conditions for three consecutive years, the state DOT is required to obligate and set aside NHPP funds for eligible NHS bridge projects. The set-aside will remain in effect until the state meets the threshold of less than 10 percent of bridge deck area classified as structurally deficient. NJDOT has continuously engaged with the state’s three MPOs during the TAMP development process, enabling the department to inform, collaborate, and coordinate with all NHS owners to obtain condition data and investment information. In 2022, NJDOT updated its TAMP, which adopted transportation asset management as the official institutional approach to preserve infrastructure assets. The policy reflects the department’s commitment to apply a performance-based approach to managing transportation system

performance outcomes. Transportation Asset Management is the application of this approach to manage the condition of infrastructure assets. In 2018, NJDOT prepared the Initial New Jersey TAMP, which has been certified by FHWA. In July 2020, FHWA issued its 2020 consistency determination, affirming that NJDOT developed and implemented the New Jersey TAMP consistent with federal requirements. The TAMP documents the risk-based approach for management of the NHS and State Highway System assets in New Jersey, identifies SGR Objectives for assets, and outlines investment strategies that will help achieve these objectives. The TAMP represents NHS assets, regardless of ownership.

The DVRPC region remains dedicated to system preservation for pavement and bridges. The current TIP and DVRPC Long-Range Plan continue the emphasis on analysis related to transportation system preservation needs and funding, aligned with supporting the pavement and bridge condition performance targets, which in turn informs the fiscally constrained list of projects included in the Long-Range Plan and TIP. Pavement and bridge preservation projects comprise almost half (47.9 percent) of the region's Highway Program fund over the ten years. In addition, system preservation remains one of the top priorities in the DVRPC TIP-LRP Project Benefit Evaluation Criteria.

Pavement Projects and Programs in the TIP:

In the First-Four Years of the TIP, \$285.09 million or 15.5 percent of the DVRPC Regional Highway Program funds (excluding STATE-DVRPC funds) is programmed on pavement rehabilitation projects, accordingly:

DB # Title

10341	Route 168, Merchant Street to Ferry Avenue, Pavement
1132C	Route 76/676 Bridges and Pavement, Contract 3
12305	Route 47, Grove St. to Route 130, Pavement
15375	Route 30, Cooper Street to Grove Street
15396	Route 168, Route 42 to CR 544 (Evesham Road)
18386	Route 44, Barker Avenue to Billingsport Road/Swedeshboro (CR 653)
D0302	Burlington County Roadway Safety Improvements
D0401	Gloucester County Roadway Safety Improvements
D0410	Camden County Roadway Safety Improvements
D0412	Mercer County Roadway Safety Improvements
D2208	CR 544 (Evesham Rd), NJ 41 to Schubert Ave
X51	Pavement Preservation

Bridge Projects and Programs in the TIP:

In the First-Four Years of the Draft TIP, nearly \$346.53 million or 24.5 percent of the DVRPC Regional Highway Program funds (excluding STATE-DVRPC funds) is programmed on bridge repair/replacement/rehabilitation projects, accordingly:

DB # Title

03304	Bridge Deck/Superstructure Replacement Program*
11326A	Route 76, Bridges over Route 130
11326C	Route 76/676 Bridges and Pavement, Contract 3
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements
14348	Route 45, Bridge over Woodbury Creek

15317 Route 64, Bridge over Amtrak
 15324 Washington Turnpike, Bridge over West Branch of Wading River
 15385 Route 38, Nixon Drive to Route 295 Bridge
 16335 Route 206, Bridge over Springers Brook
 16336 Route 1B, Bridge over Shabakunk Creek
 16339 Route 130, Bridge over Millstone River
 16340 Route 130, Bridge over Main Branch of Newton Creek
 16342 Route 73 and Ramp G, Bridge over Route 130
 17411 CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)
 17412 North Olden Avenue (CR 622), Bridge over Amtrak
 17419 Route 1, Alexander Road to Mapleton Road
 18305 Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)
 D1709 Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)
 D1710 Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
 D2017 CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)
 D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road
 D2023 Circulation Improvements Around Trenton Transit Center
 D2202 CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement
 D2216 Porchtown Road (CR 613) Bridge over Still Run at Iona Lake
 L064 Route 206, South Broad Street Bridge over Assunpink Creek

*Statewide program not included in total

The NJDOT FY 2023 Transportation Capital Program totals \$4.657 billion and is funded primarily by the State Transportation Trust Fund (TTF), federal, and third-party resources. It includes the following projects that support the attainment of pavement and bridge condition performance targets.

Local Municipal Aid, DVRPC (DB #X98C1) is an annual \$28 million TTF-funded program for municipal road improvement projects, such as resurfacing, rehabilitation or reconstruction, and signalization. Projects involving bridge improvements, pedestrian safety improvements, and bikeway improvements are also eligible to receive funds under Local Municipal Aid.

NJDOT's **County Aid (DB #X41C1)** is a TTF-funded program that provides \$30 million annually to cover roads and bridges under county jurisdiction. Public transportation and other transportation projects are also included.

The NJDOT **Local Bridges, Future Needs Fund (DB #08387)** is an annual program that continues in the TIP. This program provides funding for improvements on county bridges. Currently, the state focuses on preventive maintenance, rehabilitation, and selective replacement of bridges.

The NJDOT **Local Aid Infrastructure Fund (DB #X186)** provides for various emergency and regional needs throughout the state at the county or municipal level, which includes the replacement or rehabilitation of orphan bridges.

In the TIP, the annual NJDOT **LFIF (DB #17390)** will continue to assist counties and municipalities with the impacts associated with the freight industry's use of infrastructure. Pavement and bridge preservation projects are LFIF eligible.

Finally, the **NJDOT Transportation Infrastructure Bank (DB #X186B)** remains in the Statewide Program. It will provide financial loans to public or private entities for the planning, acquisition, engineering, construction, reconstruction, repair, and rehabilitation of a transportation project or for any other purpose at a low interest rate. Camden County was the first in the State of New Jersey to receive financing from the NJDOT Transportation Infrastructure Bank for the Westfield Avenue (CR610) milling and overlay road reconstruction project that cost approximately \$2.1 million.

4.3 System Performance (NHS, Freight, CMAQ) Performance Management Measures (“PM3”)

The FHWA final rule for the National Performance Management Measures; Assessing Performance of the NHS, Freight Movement on the Interstate System, and CMAQ was published in the Federal Register (82 FR 5970) on January 18, 2017 and became effective on May 20, 2017. This final rule was the third in a series of three related rulemakings that together establish a set of performance measures for state DOTs and MPOs to use as required by MAP-21, the FAST Act, and now the IIJA. The measures in this third and final rule will be used by state DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate system; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ Program. These system performance measures are collectively referred to as PM3 measures.

The following PM3 system performance measures are divided into three categories: Travel Time Reliability (TTR), CMAQ Congestion, and CMAQ Emissions Reduction. Each category has its own measures.

TTR:

- Percentage of Person-Miles Traveled (PMT) on the Interstate System that are Reliable
- Percentage of PMT on the Non-Interstate NHS that are Reliable
- Interstate System Truck TTR Index

CMAQ Congestion:

- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percentage of Non-SOV Travel

CMAQ Emissions Reduction:

- On-Road Mobile Source Emissions Reduction for CMAQ-Funded Projects.

As in PM1 and PM2, MPOs must establish targets by either agreeing to support the state targets or establishing their own quantifiable targets no later than 180 days after a state DOT establishes (or amends) its targets. The DVRPC Board agreed to support NJDOT’s updated statewide NHS System Performance and Freight System Performance targets (shown in Table 19 and Table 20) on March 23, 2023. The DVRPC Board also agreed to plan and program projects that contribute toward meeting or exceeding the updated NJDOT’s system performance targets.

Travel Time Reliability (TTR) Targets

The first major performance area under system performance is TTR. Reliability refers to the variability of travel times on road segments experienced by travelers. The less variability there is for any given set of roadway segments, the more reliable those segments are. TTR does not mean eliminating traffic congestion but reducing its extremes to maintain consistent traveler expectations. Reliability is used in reference to the level of consistency in the transportation service provided by a roadway. For example, a roadway can be heavily congested, but if the amount and time of day when the congestion occurs on it is consistent, then it is considered reliable. USDOT established performance measures pertaining to reliability because empirical evidence exists to suggest that the traveling public values reliability more than straight travel times. Traffic Congestion and Reliability: Linking Solutions to Problems is available on the FHWA website at https://ops.fhwa.dot.gov/congestion_report_04/.

State Departments of Transportation (DOTs) must establish statewide targets for the performance of the Interstate and non-Interstate National Highway System (NHS) during four peak travel time periods that include peak daytime periods and weekend periods. Each state sets its performance targets for the Level of Travel Time Reliability (LOTTR) Index, which indicates the reliability of travel on the Interstate and non-Interstate NHS. A road segment is considered reliable if the ratio of the 80th percentile peak hour travel time to the normal peak hour travel time (50th percentile) is less than 1.5. The measure also incorporates traffic volumes and vehicle occupancy to identify the person miles traveled on the system. LOTTR targets are established for the entire state and capture the person miles traveled on road segments that are considered reliable. Two- and four-year targets are set for: (1) percentage of person miles traveled on the Interstate System that are considered reliable; and (2) the percentage of person miles traveled on the non-Interstate NHS that are considered reliable.

TTR is assessed by using archived real-time vehicle probe data contained in the National Performance Management Research Data Set (NPMRDS) and then calculated with the assistance of the Probe Data Analytics Suite. The Probe Data Analytics Suite was created and is maintained by the University of Maryland Center for Advanced Transportation Technology Laboratory (UMD CATT Lab), following FHWA guidance. Only current and some historical data is available through the Probe Data Analytics Suite; forecasts for these measures are not. The NJDOT Complete Team, which consists of planning and operations staff from NJDOT, all New Jersey MPOs, NJ TRANSIT, Port Authority of New York and New Jersey, New Jersey Turnpike Authority, and FHWA-New Jersey, had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches for the PM3 measures.

Table 19: New Jersey TTR (System Reliability) Targets and Progress

NHS SYSTEM	2021 4-Year Performance	2021 4-Year Target	4-Year Target Met?	2021 Baseline	2023 2-Year Target	2025 4-Year Target
PMT on the Interstate with Reliable Travel Times	94%	82%	YES	94%	82%	83%
PMT on the Non-Interstate NHS with Reliable Travel Times	92.2%	84.1	YES	92.2%	85%	86%

Source: DVRPC, 2023

Freight/Truck TTR Targets

The national system performance measure for freight is the Truck TTR Index and is required for Interstate highways on the NHS only. This measure is like the TTR measure and metric described above, but it is focused primarily on truck traffic. Truck TTR is the ratio between the “congested” (95th percentile) and “average” (50th percentile) truck travel times. This metric is averaged for all Interstate Road segments in the state and weighted by distance, resulting in the Truck TTR Index for the state. Unlike the TTR measures, there is no “threshold” that determines whether a segment is reliable or unreliable for trucks.

As with the TTR measures, the Truck TTR performance measure was based on the NPMRDS data source and calculated by using the UMD CATT Lab NPMRDS Analytics Suite tool, but it uses travel times specifically reported from trucks (where available). As with the previous TTR measures, the NJDOT Complete Team met several times to discuss and agree on the underlying data, calculation tools and methods, baseline results, and target-setting approaches. Again, agencies implement policies to support improvements to freight TTR. State DOTs must establish a single index for the Interstate system in the state for five peak hour travel time periods that include peak daytime periods, an overnight period, and weekend periods. The Truck Travel Time Reliability (TTTR) Index is measured by the ratio of the congested peak period travel time (95th percentile) to the normal peak period travel time (50th percentile) on each road segment on the Interstate system for the time periods. The highest TTTR value is used to determine the reliability of the Interstate system for truck traffic or freight reliability. The DOT establishes two- and four-year targets for the ratio of the congested period travel time to the normal period travel time, weighted by the length of the Interstate segment, for the entire Interstate system in the state.

Table 20: New Jersey NHS Freight Reliability Performance Target and Progress

Freight Performance Measure	2021 4-Year Performance	2021 4-Year Target	4-Year Target Met?	2021 Baseline	2023 2-Year Target	2025 4-Year Target
Truck TTR	1.56	1.95	YES	1.56	1.90	1.90

Source: DVRPC, 2023

As Table 20 above shows, the identified targets for freight performance on the NHS Interstate system represent a slightly worsening value in both the two-year and four-year targets compared to baseline due to anticipated increase in traffic (both overall and trucks specifically) and the traffic impacts of constructing near-term projects and programs in the DVRPC FY2024 TIP for New Jersey.

Coordination on TTR and Freight/Truck TTR Targets

DVRPC is committed to improving reliability on roadways within its region in New Jersey. Staff work with NJDOT and DVRPC county, city, and transit partners to develop projects that will improve TTR and help meet state targets. DVRPC proactively seeks to include freight as a primary planning factor through its Long-Range Plan and TIP development as well as through the conduct of technical studies. DVRPC’s goal is to serve the region’s freight stakeholders and 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, a broad-based freight advisory committee that provides a forum for the private- and public-sector freight community to interject its unique perspectives on regional plans and specific projects.

The FAST Act established—and the IIJA continued—the NHFP to improve the efficient movement of freight on the NHFN. NHFP’s eligibility criteria require that a project contribute to the efficient movement of freight and be identified in the state’s freight investment plan. States may use up to 10 percent of NHFP funding each

year for public or private freight rail, water facilities (including ports), and/or intermodal facilities. In the TIP, notable projects programmed with federal NHFP and NHPP funds in the DVRPC New Jersey region are as follows (in addition to paving projects):

- **Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E)** is one of the last major construction contracts to relieve an existing bottleneck at an interchange and improve safety by providing direct connections among multiple highways.
- **Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) (DB #18313)** is a project carried over from the current FY2022 TIP that will relocate access to NJ 42 ramps further down CR 753 and provide sufficient lane configurations to accommodate freight movement.
- **Route 76/676 Bridges and Pavement, Contract 3 (DB #11326C)** will replace the bridge decks and superstructure of Route 76/676 over the Main Branch of Newton Creek, and Route 76 over Nicholson Road; the deck and superstructure of Route 76 over the South Branch of Newton Creek, Conrail, & Klemm Avenue; and the deck and superstructure of Route 676 Southbound over the Main Branch of Newton Creek. The project will also include pavement resurfacing of Route 676 to the bridge decks at North Branch of Newton Creek and on Route 76 Southbound. Two bridges—Route 676 Southbound over Main Branch of Newton Creek and Route 76 over Main Branch of Newton Creek—will be widened. Resurfacing at Morgan Boulevard Eastbound to the Route 676 Northbound loop ramp, Collings Avenue to Route 676 Northbound, Route 676 Southbound to Collings Avenue Westbound, Route 676 Southbound to Collings Avenue Eastbound, Collings Avenue to Route 676 Southbound, and Route 676 Southbound to Route 76C Eastbound will also be performed. The project also includes ADA improvements at the Morgan Boulevard and Route 676 ramp, intersection and traffic signal modifications at the Collings Avenue and Route 676 Northbound ramp intersection, and the Collings Avenue and Route 676 Southbound ramp intersection.
- **Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements (DB #12307)** will reconfigure Route 38 and South Church Street/Fellowship Road to improve congestion, improve safety, and ensure ADA compliance throughout the intersection.
- The project includes replacing and widening the Church Street Bridge and addressing deficiencies in sidewalk, curbs and curb ramps. The existing shoulders and auxiliary lanes will be brought into compliance with NJDOT standards.
- **Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections (DB #12380)** will improve operational and safety conditions within the Route 73 corridor, including a pedestrian overpass, utility relocations, ROW acquisitions, ramp relocations, and roadway realignment.
- **Route 73, Dutch Road to Route 70 (DB# 13319)** will address congestion and safety issues within the project limits through the widening of Route 73 to three through lanes in each direction, increasing approaches at the intersections of Route 73 and Brick Road and Route 73 and CR 544, and removing the unsignalized Route 73 southbound left turn to Commonwealth Drive. Additional sidewalks will be included in the proposed project to complete the gaps in the existing sidewalk network.
- **Route 295 and Route 38 Interchange Operational Improvements (DB #21311)** will address significant congestion on Route 38 from Duffy's Drive to Route 295, along with insufficient turning movement queues.

- **Pavement Preservation (DB #X51)** will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads.

Further, the annual **New Jersey Rail Freight Assistance Program (DB #X34)** in the Statewide Program provides State Transportation Trust Fund dollars for the rehabilitation and improvement of key elements of the New Jersey rail freight network. The DVRPC TIP-LRP Project Benefit Evaluation Criteria (Appendix F) also prioritizes reliability and congestion, investing in centers (including Freight Centers), and facility/asset condition and maintenance (which includes truck volume) for new project candidates. NJDOT and NJ TRANSIT sponsor numerous statewide programs that improve TTR. Many of these are funded through the CMAQ Program further detailed in this document's section 4.3 System (NHS, Freight, CMAQ) Performance Management Measures ("PM3") under "Progress toward CMAQ Congestion and Emissions Reductions Targets."

NJDOT's Statewide Freight Plan (approved in 2023) identifies improving reliability and efficiency as one of its goals. This plan provides a well-defined blueprint for NJDOT investment, identifying discrete projects that immediately address critical freight system improvements. It also includes a fiscally constrained freight investment plan that identifies and prioritizes freight-related transportation projects. The Truck TTR Index was one of four factors that were used for project prioritization.

In addition to the Statewide Freight Plan cited above, NJDOT continues to spearhead various initiatives with the specific intent of improving infrastructure conditions for goods movement in New Jersey, including the following:

- Freight Management System
- Freight Performance Measures
- Truck Monitoring Program

NJDOT is also developing an internal Freight Management System that would be used to advance freight specific concerns into NJDOT's capital programming process.

DVRPC is an active participant in NJDOT's Freight Advisory Committee and the Eastern Transportation Coalition (formerly known as the I-95 Corridor Coalition) and served on the stakeholder group for the development of the 2023 NJDOT Statewide Freight Plan. The Eastern Transportation Coalition provides a forum for state, local, and regional transportation agencies and organizations from Maine to Florida to work together to improve transportation mobility, safety, efficiency, and system performance. Coalition members facilitate more efficient network operations through regional incident management planning, coordination, communication, and improved information management across jurisdictions and modes. DVRPC and the other two MPOs in New Jersey are also involved in the Metropolitan Area Planning Forum of the Greater New York Metropolitan Transportation Management Area, which identified regional freight initiatives as one of the key items to work on.

There are also several grant programs (outside of DVRPC) administered by the state and federal governments specifically targeting freight. NJDOT's Local Freight Impact Fund (LFIF) assists counties and local municipalities with the mitigation of impacts on the local transportation system associated with the state's freight industry. The projects awarded with NJDOT's LFIF, USDOT's INFRA grants in the DVRPC New Jersey region that directly support TTR, including freight, are:

FY2023 NJDOT LFIF AWARDS (\$8.223 MILLION TOTAL):

- \$1,150,000 for Pedestrian Safety Improvements for Union Landing Road in Cinnaminson Township, Burlington County
- \$3,228,000 for the Reconstruction of Mansfield Road West in Mansfield Township, Burlington County
- \$1,750,000 for King Street and Broadway Intersection Realignment in Gloucester City, Camden Co
- \$500,000 for Cove Road Delaware River Port Access Improvements in Pennsauken Township, Camden County
- \$1,595,000 for the Resurfacing of Grandview Avenue and Imperial Way in West Deptford Township, Gloucester County

FY2022 NJDOT LFIF AWARDS (\$7.650 MILLION TOTAL):

- \$1,000,000 for Resurfacing of Taylor's Lane in Cinnaminson Township, Burlington County
- \$500,000 for Berry Drive Roadway Improvements in Lumberton Township, Burlington County
- \$500,000 for Improvements to Heller Place in Bellmawr Borough, Camden County
- \$3,000,000 for Camden City Port Access Truck Route Project in Camden County
- \$900,000 for Cenco Boulevard Roadway Improvements in Clayton Borough, Gloucester County
- \$500,000 for Improvements to Porches Mill Road in South Harrison Township, Gloucester County
- \$750,000 for Improvements to Forest Parkway in West Deptford Township, Gloucester County
- \$500,000 for the 2022 West Manor Way and Applegate Drive Resurfacing project in Robbinsville Township, Mercer County

FY2021 NJDOT LFIF AWARDS (\$3.328 MILLION TOTAL):

- \$183,000 for the Reconstruction of Union Landing Road - Phase 3 in Cinnaminson Township, Burlington County
- \$1,050,000 for the Reconstruction of Hall Avenue & Heller Road in Bellmawr Borough, Camden County
- \$440,000 for the Water Street Improvements in Gloucester City, Camden County
- \$325,000 for Roadway Improvements to Heron Drive, Phase 2 in Logan Township, Gloucester County
- \$700,000 for Paradise Road Resurfacing in West Deptford Township, Gloucester County
- \$360,160 for the Industrial Drive Improvement Project in Hamilton Township, Mercer County
- \$270,000 for Thomas J Rhodes Improvement Project in Hamilton Township, Mercer County

FY2018 NJDOT LFIF AWARDS (\$9.990 MILLION TOTAL):

- \$2.1 million for the Rising Sun Road-Dunns Mill Road Connector Road in Bordentown Township, Burlington County
- \$850,000 for Charles Street Roadway Improvements in Gloucester City, Camden County
- \$4 million for Route 44 Truck Bypass and DuPont Port Access Road in Gloucester County
- \$2 million for the Paulsboro Marine Terminal Spine Road Grading, Paving and Striping Project in Gloucester County
- \$300,000 for the reconstruction of Commerce Boulevard in Logan Township, Gloucester County
- \$740,000 for the Paulsboro-Greenwich Township Truck Route Improvements in Paulsboro Borough, Gloucester County

FY2011 USDOT TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER) AWARD (\$18.5 MILLION TOTAL):

- \$18.5 million for the South Jersey Port Corporation's South Jersey Port Rail Improvements to repair the DelAir Bridge, a critical link to rail networks in Pennsylvania and New Jersey, and upgrade the rail network from the bridge to the Ports of Salem, Paulsboro, and Camden to accommodate anticipated demand in rail/port traffic. The DelAir Bridge is currently completed and open to traffic.

CMAQ Congestion Targets

Federal Congestion Mitigation and Air Quality (CMAQ) funded projects reduce congestion and improve air quality. The CMAQ Congestion and Emissions Reduction Targets are specifically intended to reduce congestion directly related to attributes of federally-funded projects, and unlike other federally required performance measures, they specifically apply to urbanized areas with a population over 200,000. Note that traffic congestion occurs when the amount of traffic far exceeds the physical capacity of the system, generally measured by the number of travel lanes on the roadway, the number of intersections, access points, and numerous other factors.

CMAQ Congestion has two measures for applicable urbanized areas:

- **Annual Hours of PHED per Capita on the NHS:** The threshold for excessive delay is based on the travel time at 20 mph or 60 percent of the posted speed limit travel time, whatever is greater, and is measured in 15-minute intervals. Travel times, hourly traffic volumes, posted speed limits, mode shares (passenger vehicles, transit, and trucks), and average vehicle occupancy factors are used to calculate excessive delay at the roadway segment level for peak periods 6:00-10:00 am and 3:00 - 7:00 pm for all calendar days. The rule containing all the details is found in 23 CFR 490.707(a). The "excessive" part of the PHED name indicates that some level of congestion is recognized as not possible or desirable to eliminate and thus not counted. For example, some congestion can accompany economic activity in thriving places. The "per capita" implies that the total delay is shared by all residents, so some trips can be avoided or shifted to non-vehicular modes out of the peak period. This measure sums up the delay experienced by travelers throughout an entire year on NHS roads, specifically during peak periods.
- **Non- SOV travel on the NHS:** Non-SOV travel may include travel via carpool, vanpool, public transportation, commuter rail, walking, or bicycling, as well as telecommuting. The actual rule containing all the details is found in 23 CFR 490.707(b).

Both two- and four-year targets are required from the base year for the PHED per Capita and Percentage of Non-SOV measures. The CMAQ Congestion Performance Targets that are established by NJDOT and supported by the DVRPC Board are shown in Table 21: CMAQ Congestion Measures Targets on the NHS and Progress.

DVRPC's Board adopted the PM3 Congestion Measures for each of the UZAs with populations greater than 200,000 in the DVRPC region at the July 28, 2022, Board meeting. DVRPC presented the CMAQ Baseline and Performance Plan, which includes the adopted targets for the congestion measures and MPO targets for the CMAQ emissions measures at the DVRPC Board meeting on September 22, 2022. The DVRPC Board adopted this performance plan, supported the relevant state PM3 Emissions targets, and approved the submission of the performance plan to FHWA by the October 1, 2022 deadline.

Table 21: CMAQ Congestion Measures Targets and Progress

DVRPC Urbanized Area	CMAQ Congestion Measure	2017 Baseline	2018-2021 4-Year Target	2018-2021 4-Year Performance	2021 Baseline	2023 2-Year Target	2025 4-Year Target
Philadelphia PA-NJ-DE-MD	Annual Hours of PHED per Capita	16.8	17.2	13.1	13.1	15.2	15.1
	Non-SOV Travel	27.9%	28.1%	30.6%	30.6%	30%	30%
New York-Newark NY-NJ-CT	Annual Hours PHED per Capita	20	22	20.9	20.9	22.0	21.0
	Non-SOV Travel	51.6%	51.7%	52.4%	52.4% ¹⁻⁴	52.4% ¹⁻⁴	52.5% ¹⁻⁴
Trenton	Annual Hours of PHED per Capita	NA	NA	NA	3.4	5.7	5.7
	Non-SOV Travel	NA	NA	NA	26.4%	26.5%	26.8%

Source: DVRPC, 2023

Notes:

1. Baseline for Non-SOV Travel is based on 2012-2016 American Community Survey (ACS) for the first performance period (2018-2021) and 2016-2020 ACS for the second performance period (2022-2025).
2. PHED per Capita Four-Year Target assumes a growth of +0.6 percent per year for the first performance period.
3. See DVRPC's [CMAQ Final Performance Performance Plan for 2018–2021 and Baseline Report \(2022-2025\)](#) (Publication #TR23003)
Source: DVRPC, 2022
4. The DVRPC region is part of the Philadelphia PA-NJ-DE-MD Urbanized Area and includes a small portion of the New York-Newark NY-NJ-CT Urbanized Area in Mercer County, New Jersey.

Coordination on CMAQ Congestion Targets

Pursuant to the IIJA, and the FAST Act and MAP-21 prior, and the ensuing requirements of 23 CFR Part 490, the National Performance Management Measures Final Rule, all state DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network within the urbanized area must establish a single unified target for the congestion measures. In other words, all performance areas require single statewide targets or their own regional target, except for the two CMAQ congestion measures (PHED per Capita and Percentage of Non-SOV), where requirements apply to urbanized areas with a population over 200,000. DVRPC staff collaborated with multiple agencies in developing and agreeing on a single realistic target for each of the two measures.

In the case of the Philadelphia PA-NJ-DE-MD Urbanized Area ("Philadelphia Urbanized Area"), this means that DVRPC collaborated with the Lancaster County Transportation Coordinating Committee (LCTCC), North Jersey Transportation Planning Authority (NJTPA), South Jersey Transportation Planning Organization (SJTPO), Wilmington Area Planning Council (WILMAPCO), Pennsylvania Department of Transportation (PennDOT), New Jersey Department of Transportation (NJDOT), Delaware Department of Transportation (DelDOT), and Maryland Department of Transportation (MDOT) in developing and agreeing on a common congestion measure baseline and targets for the Philadelphia Urbanized Area. For the Trenton, NJ, Urbanized

Area, DVRPC collaborated with NJDOT. Since there is a portion of the New York-Newark NY-NJ-CT Urbanized Area (“New York Urbanized Area”) in Mercer County, New Jersey, within the DVRPC region, DVRPC also collaborated with the NJTPA, the New York Metropolitan Transportation Council (NYMTC), NJDOT, the New York State Department of Transportation (NYSDOT) and others to adopt a common congestion measure baseline and targets for that urbanized area.

DVRPC is an MPO that serves a Transportation Management Area with a population greater than 200,000 and includes a nonattainment or maintenance area. As such, DVRPC was required to develop a CMAQ Performance Plan for 2022–2025 to support achievement of the CMAQ congestion targets. In the CMAQ Performance Plan, which is required to be updated biennially through the performance period, the MPO must describe its plans to meet the targets, detail progress toward achieving the targets over the course of the Performance Plan, and include a description of projects identified for funding that will contribute to achieving targets. The DVRPC Board approved the submission of DVRPC’s CMAQ Performance Plan for 2022–2025 (Publication #TR23003) to NJDOT for submission to FHWA.

CMAQ Emissions Reduction Targets

DVRPC coordinated efforts with NJDOT and other MPOs in the state to develop cumulative On-Road Mobile Source Emissions two-year and four-year targets as daily kilograms. MPO regional targets in Table 22 were used to develop NJDOT’s statewide on-road mobile emissions reductions targets displayed in Table 23. Page 14 of DVRPC’s CMAQ Final Performance Plan for 2018–2021 and Baseline Report (2022-2025) (Publication #TR23003) describes the process for developing the regional targets.

Table 22: CMAQ On-Road Emissions Reductions Targets (in Daily Kilograms) for the DVRPC New Jersey Region and Progress

Pollutant	2018-2019 2-Year Target	2018-2019 2-Year Performance	Target Met?	2018-2019 4-Year Target	2018-2019 4-Year Performance	Target Met?	2023 2-Year Target	2025 4-Year Target
VOC	1.45	70.13	Yes	2.864	73.692	Yes	2.844	5.406
NO _x	7.453	668.79	Yes	14.861	683.8227	Yes	9.506	17.495
PM _{2.5}	2.627	108.52	Yes	5.253	111.813	Yes	24.252	45.963

Source: DVRPC, 2023

Coordination and Progress toward CMAQ Emissions Reduction Targets

DVRPC has coordinated emissions reduction target setting with both PennDOT and NJDOT to establish emissions reduction targets from CMAQ-funded projects in the relevant portions of the DVRPC planning areas. Each state has developed state-level emissions reductions targets that account for emissions reductions at the MPO level. DVRPC presented the CMAQ Baseline and Performance Plan, which includes the adopted targets for the congestion measures and MPO targets for the CMAQ emissions measures at the DVRPC Board meeting on September 22, 2022 (Tables 21 and 22). The statewide CMAQ performance and targets are built upon the regional CMAQ performance and targets. If the states and MPOs do not meet the two-and-four-year targets, they are able to adjust the targets and evaluate future CMAQ investments that may improve progress towards meeting the targets.

Table 23: NJDOT Statewide CMAQ On-Road Emissions Reductions Targets (in Daily Kilograms) and Progress

Pollutant	2018-2019 2-Year Target	2018-2019 2-Year Performance	Target Met?	2018-2019 4-Year Target	2018-2019 4-Year Performance	Target Met?	2023 2-Year Target	2025 4-Year Target
VOC	17.683	157.750	Yes	36.325	179.176	Yes	11.958	22.740
NOX	114.401	1500.20	Yes	231.851	1572.321	Yes	34.367	63.218
PM _{2.5}	4.290	156.906	Yes	8.520	172.449	Yes	28.911	54.805

Source: DVRPC, 2023

DVRPC continues to select projects and programs that have a positive air quality benefit in terms of reducing mobile source emissions to help the DVRPC region and the State of New Jersey meet two- and four-year targets for traffic congestion and on-road mobile source emissions. The latest FY2020 Competitive CMAQ Program that DVRPC administered throughout CY20 to CY21 selected various projects that will support the CMAQ Congestion and Emissions Reductions Targets and were approved by the May 2021 DVRPC Board for authorization in FY22, FY23, or FY24. See <https://www.dvrpc.org/cmaq/>.

There are also intersection/interchange improvement projects (totaling \$52 million over the First-Four Years) and signal/ITS improvement projects (\$6.7 million over the First-Four Years) on the TIP's Highway Program that will help meet these targets, accordingly.

INTERSECTION/INTERCHANGE IMPROVEMENTS ON THE TIP

DB # Title

04314 Local Safety/ High Risk Rural Roads Program
355E Route 295/42/I-76, Direct Connection, Contract 4
11326C Route 76/676 Bridges and Pavement, Contract 3
12307 Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements
13319 Route 73, Dutch Road to Rt 70
15302 Route 41 and Deptford Center Road
15353 Route 38 and Lenola Road (CR 608)
16319 Route 30, Gibbsboro Road (CR 686)
17419 Route 1, Alexander Road to Mapleton Road
22320 Systemic Backplate Pilot Program South
18313 Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)
D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)
D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout
D1914 Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)
X35A1 Rail-Highway Grade Crossing Program, Federal
D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road
D2014 CR 622 (North Olden Avenue), NJ 31 (Pennington Road) to New York Avenue

SIGNAL/ITS IMPROVEMENTS ON THE TIP

DB # Title

01300 Transportation Systems Management and Operations (TSMO)
D1601 New Jersey Regional Signal Retiming Initiative
D2004 Transportation Operations
D2021 New or Upgraded Traffic Signal Systems at Intersections, Phase 2
D2022 New or Upgraded Traffic Signal Systems at Intersections, Phase 3

DVRPC will continue to promote and develop projects and programs with air quality benefits to its counties and planning partners. The CMP is a key part of DVRPC's commitment to improving TTR. DVRPC facilitates a CMP Planning Advisory Committee that is part of an overall, systematic, and ongoing process to determine where traffic congestion exists, identify causes, prioritize congested locations according to congestion and other CMP objective measures, and help develop strategies to reduce congestion and improve reliability. The goals of the Long-Range Plan provide guidelines for developing DVRPC CMP objectives. These objectives include:

- integrating federal PM3 system performance, freight, and CMAQ performance measures;
- supporting DVRPC Long-Range Plan land use and other principles;
- advancing equity and fostering diversity; and
- ensuring that all transportation investments support DVRPC Long-Range Plan principles.

PM3 performance measures are mapped by roadway segments where data is available and used to inform the CMP process. Reliability is measured by LOTTR and Planning Time Index (PTI). PTI is a measure of roadway reliability defined as the ratio of the 95th percentile peak-hour travel time to the free-flow travel time (uncongested travel time) to better understand which CMP corridors are more or less reliable than others. PTI is a key component of the Congestion and Reliability criterion in DVRPC's TIP-LRP Project Benefit Evaluation Criteria. As part of the evaluation, projects receive points for being located within a CMP congested corridor, for implementing a CMP strategy appropriate for that corridor, or for being located on a road with a high PTI. (Projects also receive points if it is to improve a transit facility with a low on-time performance.) This criterion accounts for 11 percent of the project-level investment decision recommendation for new candidates.

DVRPC tracks travel trends by CMP focus roadway corridor using the PTI measure. This measure considers non-recurring congestion impacts on travel due to traffic events, such as crashes, disabled vehicles, construction, and adverse weather. This information has been averaged by week and month and compared by month year-over-year to identify changes in reliability and help inform the process of developing strategies to improve travel times on the transportation network. The CMP is being updated in calendar year 2023.

DVRPC proactively seeks to include freight as a primary planning factor through its Long-Range Plan and TIP as well as the conduct of technical studies. Truck counts are a component of the Multimodal Use criterion in DVRPC's TIP-LRP Project Benefit Evaluation Criteria. Projects receive points based on the total number of person trips (driver trips + passenger trips + transit trips + bike trips + pedestrian trips), number of daily trucks using the facility or asset, and the overall benefit to multimodal trip making. This criterion accounts for 9 percent of the project-level investment decision recommendations for new candidates. One of DVRPC's goals is to serve the region's freight stakeholders and maintain the Greater Philadelphia region as a premier freight transportation gateway.

Much of the congestion within the DVRPC region occurs on state-owned and maintained highways, which are part of the NHS. Therefore, NJDOT has invested a significant number of resources in congestion relief programs statewide. Congestion relief is also one of the focus areas in NJDOT's Capital Investment Strategy. Per the Statewide Capital Investment Strategy 2023 Update, almost \$5.213 billion (approximately 18 percent) of annual capital investments go toward mobility and congestion relief projects in FYs 2023-2027. Progress is being made toward meeting the congestion relief and on-road mobile emissions reductions targets. Besides the DVRPC local CMAQ Program and examples of projects above, NJDOT and NJ TRANSIT have several

statewide programs that help reduce emissions (as well as congestion) throughout the state. These are listed below.

Bicycle and Pedestrian Facilities/Accommodations (DB #X185) continues to be a comprehensive program to ensure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy, and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit, and ADA access and safety. This program includes addressing bicycle, pedestrian, transit, and ADA travel needs through the development of improvements on state, county, and local systems either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users. Funding is provided annually from three sources: CMAQ, State, and TA-FLEX.

Intelligent Traffic Signal Systems (DB #15343) will continue to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70 percent of total congestion that occurs in New Jersey. This program will focus on dynamically managing New Jersey's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically, and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real-time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection, and communication. This is a plan to upgrade most of the signals on NJDOT-owned highways only.

Rail Rolling Stock Procurement (DB #T112) provides Section 5307, Section 5337, and State funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace overaged equipment, including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next 10 years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, electric locomotive lease payments, diesel locomotive lease payments, dual power locomotives and multi-level rail car lease payments, and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for multi-level vehicles and other rolling stock.

Small/Special Services Program (DB #T120) supports NJ TRANSIT efforts that initiate or promote transit solutions to reduce congestion, manage transportation demand, and improve air quality. Included are state funds for the Vanpool Sponsorship Program and Transportation Management Association Program, and federal funds for the East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.

4.4 Transit Asset Management (TAM) Rule

TAM is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their lifecycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain an SGR. In short, TAM uses asset condition to guide the optimal prioritization of funding at transit properties.

Based on the mandate in MAP-21 (and continued in the FAST Act and IIJA), FTA developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public transit capital assets effectively through their entire lifecycles. The TAM Final Rule, 49 USC 625, became effective Oct. 1, 2016. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets,

increase reliability and performance, and establish performance measures. Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database.

Under the provisions of the Transit Asset Transportation Performance Management rulemaking, transit operators are required to set performance targets for their transit asset portfolio. MPOs are then required to set their own targets, or adopt the transit operator targets, for the transit asset portfolio in their region, beginning in calendar year 2017, based on measures mandated by the rule. The performance measures were selected by the FTA and include average revenue fleet age; average non-revenue fleet age; percentage of the track system under a performance restriction, and percentage of facilities that are below a condition rating of 3 on the Transit Economic Requirements Model (TERM) scale. Transit agencies are required to upload their performance targets and a supporting narrative in their annual National Transit Database (NTD) submission, and report progress against these targets. They are also required to develop a TAM Plan. The regulations required by the FTA have established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life-cycles. The performance management requirements are a minimum standard for transit operators and involve measuring and monitoring the following:

- **Rolling stock:** The percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark (ULB). ULB is the measure agencies will use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. ULB means either the expected lifecycle of a capital asset or the acceptable period of use in service determined by FTA. Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in an SGR. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs.
- **Equipment:** The percentage of non-revenue service vehicles (by type) that meet or exceed the ULB
- **Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale. Under the TERM scale, an asset in need of immediate repair or replacement is scored as one (1), whereas a new asset with no visible defects is scored as five (5).
- **Infrastructure:** The percentage of track segments (by mode) that have performance restrictions

Transit agencies are required to upload their performance targets and a supporting narrative in their annual National Transit Database submission, and report progress against these targets. They are also required to develop a TAM Plan that adheres to the following nine elements to ensure assets are in an SGR:

- Inventory of Capital Assets
- Condition Assessment
- Decision Support Tools
- Investment Prioritization
- TAM and SGR Policy
- Implementation Strategy

- List of Key Annual Activities;
- Identification of Resources
- Evaluation Plan

There are two Tier 1 agencies providing public transit service and subject to this FTA TAM performance management rule in the DVRPC New Jersey region: NJ TRANSIT and DRPA/PATCO.

TAM Coordination, Targets, and Goals

The MPOs have 180 days after the transit agencies set their targets to decide either to adopt the transit operators' targets or to develop their own metropolitan targets. In February 2022, the DVRPC Board agreed to continue to be consistent with the updated NJ TRANSIT and DRPA/PATCO annual TAM targets and will support the transit operators' efforts at achieving those targets. Both transit agencies have set new 2023 targets and the DVRPC Board voted to support these new targets at their July 27, 2023 meeting. DVRPC has also worked with NJ TRANSIT, DRPA/PATCO, and NJDOT to develop a set of written procedures that outline the coordination process for TAM.

DVRPC's Long-Range Plan prioritizes the preservation and maintenance of existing transportation infrastructure. This includes maintaining the transit system in an SGR and operating it in a safe and secure manner by replacing buses, railcars, and locomotives as they age, and by attending to rail bridges, track, signal systems, stations, and other infrastructure. An asset is in an SGR if: (1) it can perform its designed function; (2) it does not pose a known unacceptable safety risk; and (3) its lifecycle investments have been met or recovered.

NJ TRANSIT TAM Targets and Goals

NJ TRANSIT operates and maintains a large fleet of buses, railroad cars, locomotives, and light rail vehicles in the DVRPC New Jersey region. To ensure these assets are in an SGR, NJ TRANSIT has budgeted funds to permit regular ongoing replacement of equipment as it approaches the end of its useful life. This approach also permits NJ TRANSIT to procure newer propulsion and fuel systems for vehicles and railroad equipment as they are proven to be feasible, reliable, and cost effective. This maintenance strategy creates a sustainable financial replacement program and is expected to continue.

NJ TRANSIT prepared an Enterprise Asset Management Program TAM Plan, dated October 1, 2018. In this plan, NJ TRANSIT sets forth its blueprint to identify, describe, and improve asset management practices, with the vision to maintain the agency's assets in an SGR. The plan presents a summary inventory of assets, describes the current condition of the assets, sets near-term targets for the required performance measures, and explains how NJ TRANSIT managers develop and present requests for operating/maintenance budgets and capital asset replacements. The plan also identifies NJ TRANSIT programs and projects aimed at helping to achieve their TAM targets. Tables 3.9 to 3.14 in the NJ TRANSIT TAM Plan provide details for the following TAM performance targets for the State of New Jersey:

(1) Rolling Stock (Percentage of revenue vehicles that have met or exceeded their ULB)

NJ TRANSIT's commuter rail ULB for locomotives, passenger cars, and self-propelled passenger cars is 30 years, which is lower than FTA's ULB of 39 years. The entire self-propelled passenger car fleet is expected to be retired and replaced by new multi-level vehicles by 2023. In the DVRPC New Jersey region, the heavy commuter rail lines include the Northeast Corridor from the City of Trenton to Hamilton Township, Princeton Junction, and to New York City's Penn Station; and the Atlantic City line between Philadelphia's 30th Street Station and Atlantic City, New Jersey. The RiverLINE is the only light rail system in the DVRPC New Jersey

region. Its 20 light rail vehicles (LRVs) are diesel powered, built in 2003, and are maintained by Bombardier at the 36th Street facility in the City of Camden. NJ TRANSIT has established 31 years as the ULB for LRVs, which is the FTA default value. NJ TRANSIT owns a fleet of over 2,000 buses consisting of two types: (1) over-the-road for longer-haul commuting services and (2) transit. The active bus fleet in daily service is in a SGR. NJ TRANSIT has determined that the ULB for buses should be 12 years for those in transit service. These include articulated buses, transit buses, and suburban buses. NJ TRANSIT's ULB for over-the-road for commuter service is 14 years. See 2021 and 2022 targets per measure in Table 24 below.

(2) Equipment (Percentage of service vehicles that have met or exceeded their useful life benchmark)

NJ TRANSIT's non-revenue service vehicle inventory includes ordinary automobiles and locomotives that also include police cruisers and specialized track machinery (e.g., light duty trucks, heavy duty trucks, and rubber tire construction equipment and trailers). Further, NJ TRANSIT has a fleet of corporate non-revenue service vehicles (police, technology, maintenance, and administration) and Information Systems equipment (e.g., radio towers, radio repeater equipment, ticket vending machines, and a drone). The targets for automobiles, trucks, and other rubber tire vehicles and for steel wheel vehicles are listed below in Table 25.

(3) Facility (Percentage of facilities rated below 3 on the condition scale)

Table 24: NJ TRANSIT Rolling Stock Performance Targets and Progress: Percentage of Support Equipment That Have Met or Exceeded Their Useful Life Benchmark

Asset Type	2021 Target	2021 Performance	Target Met?	2022 Target
Articulated Bus	0%	0%	YES	0%
Automobile	6%	100%	NO	47.37%
Over-the-road Bus	27%	31.16%	NO	23.6%
Bus	24%	20.03%	YES	24.8%
Cutaway	64.36%	62.68%	YES	58.15%
Light Rail Vehicle	0%	0%	YES	0%
Minivan	5%	0%	YES	0%
Commuter Rail Locomotive	7.5%	8.64%	NO	0%
Commuter Rail Passenger Coach	16.7%	0%	YES	8.33%
Commuter Rail Self-Propelled Passenger Car	100%	0%	YES	0%
Van	2%	0%	YES	0%

Source: DVRPC, 2023

Table 25: NJ TRANSIT Percentage of Support Equipment That Have Met or Exceeded Their Useful Life Benchmark

Asset Type	2022 Target	2022 Performance	Target Met?	2023 Target
Automobiles	55.38%	55.38%	YES	55.38%
Trucks and Other Rubber Tire Vehicles	58.53%	64.02%	NO	65.89%
Steel Wheel Vehicles	33.33%	37.68%	NO	39.13%

Source: DVRPC, 2023

Table 26: NJ TRANSIT Facility Performance Targets and Progress: Percent of Facilities Rated Below 3 on the TERM Scale

Asset Type	2022 Target	2022 Performance	Target Met?	2023 Target
Passenger/Parking Facilities	4%	2.94%	YES	4%
Administrative/Maintenance Facilities	4%	2.97%	YES	4%

Source: DVRPC, 2023

(4) Infrastructure (Percentage of track segments with performance restrictions)

NJ TRANSIT will implement the principles of its TAM policy by adopting an SGR policy to maintain capital assets to the level where the asset operates at full performance, in order to provide safe, reliable, convenient, and cost-effective transit service to its customers.

NJ TRANSIT has committed to improving the resiliency of its systems to prevent future damage and to prepare for possible future extreme weather events and security threats. This includes significant new investments in a series of hardening projects, such as new rail vehicle storage, upgraded power systems, maintenance facilities, emergency control centers, security improvements and signal and communications systems resilience upgrades. Table 27 displays the targets for this measure.

Table 27: NJ TRANSIT Infrastructure Performance Targets and Progress: Percentage of Track Segments with Performance Restrictions

Asset Type	2022 Target	2022 Performance	Target Met?	2023 Target
Commuter Rail	1.75%	1.95%	NO	1.75%
RiverLINE Light Rail	2.38%	2.38%	YES	2.38%
Hybrid Rail	0.18%	0.18%	YES	0.18%

Source: DVRPC, 2023

DRPA/PATCO TAM Targets and Goals

The Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO) is a bistate corporation that owns and operates four major toll bridge crossings of the Delaware River. Its transit subsidiary, PATCO, operates and maintains a 14.2-mile rapid public transit line between Philadelphia and southern New Jersey, including an administrative and maintenance facility at Lindenwold, New Jersey. The DRPA owns nine stations in DVRPC’s New Jersey region and leases four stations in Philadelphia from the City of Philadelphia. Construction is currently underway to allow a fifth station, Franklin Square, in Philadelphia to become fully functional and in-line with the existing PATCO stations. Franklin Square Station was originally opened in 1936 as part of the Bridge Line operation between 8th & Market in Philadelphia and Broadway in Camden. The station has been opened and closed sporadically since the original opening. The station received its last major update during the last period of passenger service between 1976 and 1979. The project will address improvements to the station’s civil, structural, mechanical, and electrical systems and will provide access in compliance with the Americans with Disabilities Act (ADA).

DRPA/PATCO’s TAM Plan was first published on October 1, 2018. Similar to NJ TRANSIT, DRPA/PATCO’s TAM Plan adheres to the nine federally required elements to ensure assets are in an SGR. It also sets forth its blueprint to identify, describe, and improve asset management practices, with the vision to maintain the agency’s assets in an SGR. The plan also identifies DRPA’s programs and projects aimed at helping to achieve set TAM targets.

On February 24, 2022, the DVRPC Board agreed to be consistent with the respective DRPA/PATCO annual TAM targets and will support the transit operator’s efforts at achieving those targets.

(1)Rolling Stock (Percentage of revenue vehicles that have met or exceeded their useful life benchmark)
DRPA/PATCO’s rolling stock includes all revenue vehicles. The ULB of a self-propelled heavy rail car is 39 years. The DRPA/PATCO had 75 Budd rail cars installed in 1969 (50 years old) and 45 Vickers cars installed in 1980 (39 years old). PATCO completed the car overhaul project in April 2019; hence a zero target for cars over their ULB per Table 28.

Table 28: DRPA/PATCO Rolling Stock Performance Target and Progress: Percentage of Rolling Stock That Have Met or Exceeded Their Useful Life Benchmark

Asset Type	2022 Target	2022 Performance	Target Met?	2023 Target
Rolling stock cars over their ULB	0%	0%	YES	0%

Source: DVRPC, 2023

(2) Equipment (Percentage of service vehicles that have met or exceeded their useful life benchmark)

Table 29: DRPA/PATCO Percentage of Support Equipment That Have Met or Exceeded Their Useful Life Benchmark

Asset Type	2022 Target	2022 Performance	Target Met?	2023 Target
Non-revenue service vehicles over their ULB	20%	16%	YES	19%

Source: DVRPC, 2023

(3) Facility (Percentage of facilities rated below 3 on the condition scale)

Table 30: DRPA/PATCO Facility Performance Targets and Progress: Percent of Facilities Rated Below 3 on the TERM Scale

Asset Type	2022 Target	2022 Performance	Target Met?	2023 Target
Passenger stations facilities and parking lots with a performance rating <3	0%	0%	YES	0%
Administration and maintenance facilities with a performance rating <3	0%	0%	YES	0%

Source: DVRPC, 2023

(4) Infrastructure (Percentage of track segments with performance restrictions)

The slow zone restrictions are calculated over the 14.2-mile (74,976 feet) track of the PATCO High Speed Line. Projects that impact track (either through slow zone or track outages) are considered. The percentage of track miles in slow zone restrictions is calculated out over 365 days in Table 31.

Table 31: DRPA/PATCO Infrastructure Performance Target and Progress: (Percentage of track segments with performance restrictions)

Performance	2022 Target	2022 Performance	Target Met?	2023 Target
Track miles in slow zone restrictions	0.34%	0.34%	YES	0.38%

Source: DVRPC, 2023

NJ TRANSIT'S Progress toward TAM Targets

The Transit Asset Transportation Performance Management rule requires MPOs to describe how the region's TIP will help to achieve the TAM targets. The TIP was developed to ensure progress toward target achievement. Transit operators have taken steps to ensure that projects selected for TIP funding help to achieve the TAM targets.

A few of NJ TRANSIT's projects and programs that have been allocated over the First-Four Years of the TIP to help achieve TAM Targets include the following:

- Preventive maintenance of the bus system (DB #T135)
- Rail preventive maintenance program (DB #T39), which is used for the overhaul of rail cars and locomotives, and other preventive maintenance costs
- Replacement of rail cars and locomotives that have reached the end of their useful life (DB #T112), and the Bus Acquisition Program to replace buses (DB #T111)

NJ TRANSIT's State Capital Program calls for continued investment in the state's transit infrastructure to maintain an SGR and provide reliable transit service. An emphasis on better preparing NJ TRANSIT to withstand, and recover from, future extreme weather events through building a more resilient system remains a key focus of the Capital Program, which invests in railroad bridge rehabilitation, track replacement, signal upgrades, repairs to overhead power lines and electric substations, improvements to rail stations, and bus shelter upgrades.

DRPA/PATCO'S Progress toward TAM Targets

DRPA/PATCO has programmed most of their funding for system preservation and maintenance over the First-Four Years of the TIP. DRPA/PATCO's system preservation projects include the following:

- Preventive maintenance on vehicles and facilities (DB #DR034);
- Rehabilitate and replace interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions (DB #DR1501)
- Renovate subway structures, such as pedestrian bridges, tunnels, subway stations, pump rooms, and tunnel leakage mitigation (DB #DR1802)
- Rehabilitate platforms at various PATCO stations (DB #DR1803)

DRPA/PATCO adopted the TAM policy to support and complement their Five-Year Strategic Plan, "Roadmap to World-Class Stewardship: 2018–2022," Five-Year Capital Program, and the Annual Budget Process in order to realize the agency's vision as a "World-Class Stewardship" organization. The October 2022 DRPA/PATCO Asset Management Plan affirms the operator will continue to utilize biennial inspections (that serve as the basis of the agency's budget program), an integrated budget and strategic plan process, and solutions derived from the asset management to continuously evaluate and update the asset management plan.

4.5 Transit Safety Rule

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers and state DOTs to establish safety performance targets (SPTs) to address the safety performance measures identified in the National Public Transportation Safety Plan (49 C.F.R. § 673.11(a)(3)). Transit agencies were required to set their initial safety performance targets by December 31, 2020. On July 28, 2022, the DVRPC Board agreed to be consistent with the respective NJ TRANSIT and DRPA/PATCO targets for Transit Safety and will support the transit operators' efforts at achieving those targets displayed below.

- **Fatalities:** Total number of fatalities reported to the National Transit Database (NTD) and rate per total vehicle revenue miles (VRM) by mode.
- **Injuries:** Total number of injuries reported to NTD and rate per total VRM by mode.
- **Safety Events:** Total number of safety events reported to NTD and rate per total VRM by mode.
- **System Reliability:** Mean distance between major mechanical failures by mode.

Transit agencies are required to report their targets and performance to the state Department of Transportation (DOT) and the agency's MPO(s) in order to prioritize funding to improve transit safety performance.

Fatalities

The transit safety performance measure requires that transit providers set annual targets for the number of fatalities that occur on each mode of transit that the agency operates, excluding deaths that result from trespassing, suicide, or natural causes. The NTPSP defines the modes as rail, fixed guideway bus service, and non-fixed route bus service. Fatalities are required to be calculated for both the total number of fatalities and the fatality rate per vehicle revenue mile.

Specific targets are set for the following (as shown in Table 32):

- Total fatalities, by mode, across the transit agency’s system
- Rate of fatalities, by mode, per vehicle revenue mile operated by the transit agency
- Transit Fatalities Targets

Table 32: Transit Fatalities Targets

Performance Measure	2021 Target	2021 Performance	Target Met?	2022 Target
Fatalities (number/rate per 1 Million Miles) – RiverLINE – NJ TRANSIT	1/0.790	Not Reported	Not Reported	2/1.71
Fatalities (number/rate per 1 Million Miles) – Bus – NJ TRANSIT	4/0.055	Not Reported	Not Reported	6/0.085
Fatalities (number/rate per 100,000 miles) – PATCO	0/0	0/0	YES	0/0

Source: DVRPC, 2023

Injuries

The PTASP requires that transit agencies set annual targets for the number of injuries that occur on each mode of transit that the agency operates. Injuries are defined as “harm to persons that requires immediate medical attention away from the scene.” Injuries are required to be calculated for both the total number of injuries and the injury rate per vehicle revenue mile for each of the modes that the agency operates.

Specific targets are set for the following (as shown in Table 33):

- Total injuries, by mode, across the transit agency’s system
- Rate of injuries, by mode, per vehicle revenue mile operated by the transit agencies

Table 33: Transit Injuries Target

Performance Measure	2021 Target	2021 Performance	Target Met?	2022 Target
Passenger Injuries (number/rate per 1 Million Miles) – RiverLINE – NJ TRANSIT	4/3.18	Not Reported	Not Reported	1/0.85
Passenger Injuries (number/rate per 1 Million Miles) – Bus – NJ TRANSIT	244/3.35	Not Reported	Not Reported	173/2.45
Employee Injuries (number/rate per 1 Million Miles) – RiverLINE – NJ TRANSIT	0/0	Not Reported	Not Reported	1/0.85
Employee Injuries (number/rate per 200,000 hours) – Bus – NJ TRANSIT	423/7.99	Not Reported	Not Reported	431/7.67
Injuries (number/rate per 100,000 miles) – PATCO	41 / 1	14/0.31	YES	41/1

Source: DVRPC, 2023

Safety Events

Transit providers are required to set annual targets for the number and rate of safety events, by mode, that occur across the transit agency's system. A safety event is defined by FTA as a "collision, derailment, fire, hazardous material spill, or evacuation." Safety events are required to be calculated for both the total number of events and the event rate per vehicle revenue mile for each of the modes that the agency operates.

Specific targets include the following (as shown in Table 34):

- Total safety events, by mode, across the transit agency's system
- Rate of safety events, by mode, per vehicle revenue mile operated by the transit agency

Table 34: Transit Safety Events Target

Performance Measure	2021 Target	2021 Performance	Target Met?	2022 Target
NJ TRANSIT RiverLINE Collisions (Number/Rate per Million Miles)	12 / 9.53	Not Reported	Not Reported	10/8.53
NJ TRANSIT RiverLINE Fire Events (Number/Rate per Million Miles)	2 / 1.59	Not Reported	Not Reported	0/0
NJ TRANSIT Bus Collisions (Number/Rate per Million Miles)	264 / 3.63	Not Reported	Not Reported	222/3.14
NJ TRANSIT Fire Events (Number/Rate per Million Miles)	12 / 0.16	Not Reported	Not Reported	6/0.09
DRPA PATCO System (Number/Rate per 100,000 Miles)	50 / 1	14/.031	YES	50/1

Source: DVRPC, 2023

System Reliability

Transit providers are required to set annual targets for the agency's system reliability for each mode of transit that the agency operates. The system reliability performance measure accounts for major mechanical failings of a vehicle that prevent the vehicle from starting or completing a scheduled trip. Mechanical failings and interrupted trips can create hazardous conditions for the transit operators and passengers depending on the location of the service interruption and if passengers are required to de-board in unsafe locations.

Specific targets include the following (as Shown in Table 35):

- Miles traveled between major mechanical failures calculated for each mode that the transit agency Operates

Table 35: Transit System Reliability Target: Mean Distance in Miles between Major Service Failures

Performance Measure	2021 Target	2021 Performance	Target Met?	2022 Target
NJ TRANSIT RiverLINE	6,284	NOT REPORTED	NOT REPORTED	19,896
NJ TRANSIT Bus	135.45	NOT REPORTED	NOT REPORTED	6,540
DRPA's PATCO System (total failures)	230	142	YES	230

Source: DVRPC 2023

The DVRPC Board adopted these transit safety targets on July 28, 2022.

Coordination and Progress toward Transit Safety Targets

49 C.F.R. § 673.15(b) requires, to the maximum extent practicable, a state or transit agency to coordinate with states and MPOs in the selection of State and MPO safety performance targets; and in accordance with 49 U.S.C. 5303(h)(2)(B) and 5304(d)(2)(B), states and transit agencies must make their safety performance targets available to states and MPOs to aid in the planning process. MPOs are required to set performance targets for each performance measure, per 23 C.F.R. § 450.306; and these must be established 180 days after the transit agency establishes their performance targets. FTA will not impose penalties for failing to meet safety performance targets set by transit providers. DVRPC had coordinated with both transit operating agencies on target setting and agreed to accept their Transit Safety Targets at the July 28, 2022 DVRPC Board Meeting. Both transit agencies have set new 2023 targets and the DVRPC Board is expected to take action on these new targets at their meeting on October 26, 2023.

DVRPC is required to list the NJ TRANSIT and DRPA/PATCO projects in the DVRPC FY2024 TIP for New Jersey. The Transit Safety Rule requires MPOs to describe how the region's TIP will help to achieve the Transit Safety targets. Transit safety, and safety in general, is a high priority for all projects in the TIP as shown by Safety being the highest weighted criterion of the DVRPC TIP-LRP Project Benefit Evaluation Criteria.

NJ TRANSIT's 10-year strategic plan, *NJT 2030*, states that NJ TRANSIT's mission is to "move New Jersey and the region by providing safe, reliable and affordable public transportation that connects people to their everyday lives, one trip at a time," and the first of its five goals is to "ensure the reliability and continued safety of our transit system." One of the ways that the plan sets forth to measure success for this goal, is to "strive for zero preventable injuries and fatalities across all modes by 2025, with an annual decrease of 20 percent."

PROJECTS SUPPORTING MEASURE 1: FATALITIES, MEASURE 2: INJURIES, AND MEASURE 3: SAFETY EVENTS

To reduce the number of fatalities, injuries and safety events, NJ TRANSIT and DRPA/PATCO are implementing projects that will help reduce rail vehicle collisions and improve passenger safety for all transit users in and around NJ TRANSIT and DRPA/PATCO's operating environments.

NJ TRANSIT takes every precaution to ensure both passenger and public safety on their bus, rail and light rail systems. NJ TRANSIT operates a risk-based safety management system (SMS), a data-driven process to proactively manage public transportation system risks. The SMS is intended to change the safety culture to reduce safety-related events by making safety everyone's responsibility, empowering employees to play a role in safety, and encouraging employees and contractors to report safety concerns to senior management.

- **ADA-Platforms/Stations (DB #T143)** provides for the design and construction of necessary repairs to make NJ TRANSIT's rail stations and subway stations more accessible per the requirements of the Americans with Disabilities Act (ADA), including related track and infrastructure work.
- **Bridge and Tunnel Rehabilitation (DB #T05)** provides for the design, repair, rehabilitation, replacement, painting, and inspection of tunnels/bridges, in addition to other work such as the movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.
- **High Speed Track Program (DB #T43)** is an annual program of high-speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for the next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, and other improvements, materials and services as necessary.

- **Track Program (DB #T42)** is an annual program of track rehabilitation including system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for the next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements.
- **Light Rail Infrastructure Improvements (DB #T95)** includes but is not limited to communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements, for the RiverLINE.
- **Other Rail Station/Terminal Improvements (DB #T55)** provides for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system, including related track and rail infrastructure work.
- **Safety Improvement Program (DB #T509)** provides for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs.
- **Security Improvements (DB #T508)** provides for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction.
- **Signals and Communications/Electric Traction Systems (DB #T50)** provides for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. In addition, funding will be provided for Positive Train Control (PTC) training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs. Note that PTC is a major safety initiative underway at NJ TRANSIT. PTC uses Global Positioning System (GPS) technology, Wi-Fi, and high-frequency radio transmission to automatically control train speeds. PTC is capable of automatically controlling train speeds and movements, thereby reducing the risk of accidents due to human error. PTC will make train accidents, already rare, even less likely. Implementation of PTC enhances the safety of NJ TRANSIT rail customers and employees and is required by federal law. Details of NJ TRANSIT's PTC program can be found at www.njtransit.com/ptc.

DRPA/PATCO:

- **PATCO Stations Modernizations (DB #DR2006)** provides for the modernization of all PATCO stations and to extend the useful life of the stations and their major components.
- **PATCO Viaduct Preservation Project (DB #DR2007)** will improve and protect the Collingswood and Westmont viaducts, extending the useful life of this portion of the PATCO infrastructure.
- **Electrical Cable Replacement (DB #DR008)** provides for systemwide replacement of electrical cable to improve reliability and fire resistance.
- **Embankment, Fence, and Retaining Wall Restoration/Rehabilitation (DB #DR2302)** will address embankment restoration to prevent erosion and preserve drainage control.
- **PATCO Interlocking & Track Rehabilitation (DB #DR1501)** includes rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions.
- **PATCO Station Platform Rehabilitation (DB #DR1803)** includes planning, design, and reconstruction of PATCO Station Platforms. Work will include rehabilitation as well as replacement of concrete platforms and supporting structures including concrete and steel repairs for passenger safety.

- **Pedestrian Bridge and Tunnel Rehabilitation (DB #D1305)** provides for the planning, design, and construction to rehabilitate Pedestrian Bridges and Tunnels. The projects will allow for preventive repairs of bridges and tunnels owned by PATCO, including structural steel and concrete repairs, installation of protective coating, miscellaneous steel repair, joint filler and spot paint.
- **Rehabilitation of PATCO Bridges (DB #D1912)** provides for the planning, design, and construction to rehabilitate PATCO Bridges.
- **Subway Structures Renovation (DB #DR1802)** will provide for preventive repairs of pedestrian bridges, tunnels, subway stations, and pump rooms owned by PATCO, including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.
- **Relocation of Center Tower/SCADA Modernization (DB #DR038)** includes the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication.
- **Smoke and Fire Control (DB #DR019)** will provide smoke and fire control for evacuation of patrons in emergencies and ventilation improvements.

PROJECTS SUPPORTING MEASURE 4: SYSTEM RELIABILITY

To ensure safe, efficient, and reliable service to NJ TRANSIT and DRPA/PATCO riders, it is paramount that system infrastructure and revenue fleet equipment remain reliable and minimize failures that can cause either operating agency to suspend or significantly delay service. The following programs will be implemented to help maintain system reliability.

NJ TRANSIT:

- **Bus Acquisition Program (DB #T111)** provides for the replacement of transit, commuter, Access Link, and suburban buses for NJ TRANSIT as they reach the end of their useful life and the purchase of additional buses to meet service demands.
- **Bus Support Facilities and Equipment (DB #T08)** will maintain NJ TRANSIT's bus fleet, including but not limited to bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus midlife overhauls, including but not limited to acquisition of properties and any items or services needed to support the acquisition.
- **Preventive Maintenance-Bus (DB #T135)** provides for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.
- **Preventive Maintenance-Rail (DB #T39)** provides for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.
- **Locomotive Overhaul (DB #T53E)** provides for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.
- **Rail Fleet Overhaul (DB #T53G)** provides for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet mandated standards.
- **Rail Rolling Stock Procurement (DB #T112)** provides for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years.

- **NEC Improvements (DB #T44)** provides for improvements to the Northeast Corridor (NEC) to maintain a state of good repair, increase capacity, and improve efficiency.
- **Technology Improvements (DB #T500)** provides for improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations system wide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.
- **High Speed Track Program (DB #T43)** is an annual program of high-speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for the next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, and other improvements, materials and services as necessary.
- **Track Program (DB #T42)** is an annual program of track rehabilitation including system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements.
- **Light Rail Infrastructure Improvements (DB #T95)** includes but is not limited to communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements, for the RiverLINE.
- **Signals and Communications/Electric Traction Systems (DB #T50)** provides for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

DRPA/PATCO:

- **DRPA - Rebuild PATCO Cars (DB #DR046)** provides for the replacement of PATCO's existing car fleet, through complete rebuilding of existing cars.
- **Electrical Cable Replacement (DB #DR008)** provides for systemwide replacement of electrical cable to improve reliability and fire resistance.
- **PATCO Interlocking & Track Rehabilitation (DB #DR1501)** includes rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions.
- **PATCO Track Resurfacing & Rail Profile Grinding (DB #D1911)** involves adjusting the track to eliminate minor horizontal and vertical shifts that impact ride quality. Work also includes the replacement of rail ties, ballast cleaning, and improvements to the shoulder that impact the track.
- **PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008)** provides for the replacement of approximately 40,000 linear feet of rail between Ferry Avenue and Broadway stations that are at the end of their useful life.
- **PATCO Viaduct Preservation Project (DB #DR2007)** will improve and protect the Collingswood and Westmont viaducts, extending the useful life of this portion of the PATCO infrastructure.

- **Electrical Cable Replacement (DB #DR008)** provides for systemwide replacement of electrical cable to improve reliability and fire resistance.
- **Preventive Maintenance (DB #DR034)** provides for preventive maintenance expenses pertaining to activities performed on vehicles and facilities.
- **Pedestrian Bridge and Tunnel Rehabilitation (DB #D1305)** provides for the planning, design, and construction to rehabilitate Pedestrian Bridges and Tunnels. The projects will allow for preventive repairs of bridges and tunnels owned by PATCO, including structural steel and concrete repairs, installation of protective coating, miscellaneous steel repair, joint filler and spot paint.
- **Rehabilitation of PATCO Bridges (DB #D1912)** provides for the planning, design, and construction to rehabilitate PATCO Bridges.

- **Subway Structures Renovation (DB #DR1802)** will provide for preventive repairs of pedestrian bridges, tunnels, subway stations, and pump rooms owned by PATCO, including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.
- **Relocation of Center Tower/SCADA Modernization (DB #DR038)** includes the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication.

- **Transit Enhancements (DB #DR036)** will support enhancements to the PATCO High Speed Line.
- **PATCO Substation Improvements (DB #DR2304)** will include upgrades to equipment, including rehabilitation of the buildings at New Jersey PATCO substations.

CHAPTER 5:

Public Involvement

DVRPC firmly believes that meaningful public participation results in better planning outcomes. Public participation is a process, not a single event. DVRPC provides multiple opportunities for a wide variety of stakeholders, including vulnerable and historically marginalized populations, public officials, and the private sector, to provide comments on and stay informed about transportation planning and programming decisions. By incorporating local information, residents' lived experiences, and subject matter expertise, plans are more implementable and sustainable, and more stakeholders are involved in the outcomes.

5.1 Public Comment Period

The public comment period for the Draft DVRPC FY2024 TIP for New Jersey opened on Monday, July 17, 2023, at 5:00 PM (local time) and extended through Friday, August 18, 2023, at 5:00 PM (local time). This comment period also served as an opportunity for the public to review and comment on the Draft Statewide TIP (STIP) for NJDOT and NJ TRANSIT. DVRPC invited interested members of the public to attend either or both an in-person meeting or the online public meeting. These meetings were held at different times, providing two opportunities to learn about the Draft TIP and Draft STIP and to submit written comments about these draft documents. These were held on the following dates and times:

IN PERSON

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

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

ONLINE

Thursday, August 10, 2023, from 7:00 PM–8:00 PM:

Register at https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg

Call-in information: 309 205 3325

Meeting ID: 841 3075 2310

Passcode: 7952pGtV

While not required, for the in-person meeting, those interested in joining the meeting were encouraged to RSVP by contacting 215-238-2929 or public_affairs@dvrpc.org. For the online meeting, registration information was available on DVRPC's events calendar at <https://www.dvrpc.org/calendar/2023/8>. While participants needed to register beforehand, they were approved automatically and could register and join the meeting up until the meeting ended. Additionally, people who wanted to participate but did not have internet access or smart phones could call in. Anyone who needed accommodations, such as closed captioning or interpretation for either meeting, were directed to contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215-238-2929.

The meetings were conducted jointly with NJDOT, NJ TRANSIT, and the DRPA/PATCO. NJDOT, NJ TRANSIT and the DRPA/PATCO do not hold a separate public comment period or meeting for the Draft STIP and rely on DVRPC and other MPOs to serve as the vehicle for this federal requirement. Public comments on both the Draft TIP and STIP documents were addressed to the MPO, which the MPO then coordinated with the agency that was in the best position to respond to such comments (MPO, NJDOT, NJ TRANSIT, DRPA/PATCO,

county, city, or independent authorities). As in past years, a representative from NJDOT, NJ TRANSIT, and the DRPA/PATCO were available at the above-referenced public meetings on the draft documents.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The full Draft TIP and Draft STIP documents were available on the DVRPC website, including the date and location of the in-person and online public meetings and other general information. Individuals can also download or access current TIP materials at any time. The Draft STIP was also available at www.state.nj.us/transportation/capital. The best way for the public to submit comments was online by using DVRPC's web-based Draft TIP public comment application located at www.dvrpc.org/TIP/Draft. Users could click on the "Submit a Comment on the Draft TIP and/or STIP" button to make general and project-specific comments. DVRPC staff then gathered responses from appropriate agencies. Responses were provided only to comments that were submitted in writing during the public comment period by 5:00 PM (local time) on August 18, 2023. In addition, the public could submit comments via email (tip@dvrpc.org) during the public comment period, or mail written comments to:

TIP COMMENTS
OFFICE OF COMMUNICATIONS AND ENGAGEMENT
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106-1520

Comments received via mail had to be postmarked by August 18, 2023. If assistance was needed in providing a written comment, one had to contact the DVRPC Office of Communications and Engagement at 215-238-2929 or public_affairs@dvrpc.org. Legal notices explaining the public comment process were published by the following newspapers: the Philadelphia Inquirer, the Courier Post, Trenton Times, Al Dia, Philadelphia Tribune, South Jersey Times, and Burlington County Times. In addition, DVRPC frequently employed social media (Facebook, Twitter (now "X"), and Instagram) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. The public comment period was also included in DVRPC's monthly newsletter, which goes to over 14,000 individuals. For those without internet access, draft documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia, or they could request the DVRPC Office of Communications and Engagement to mail the draft documents to them by calling 215-592-1800. Hardcopies of the Draft TIP documents were also available at certain public libraries across the region that are listed in Table 36.

A total of 275 individuals from the public including those on behalf of advocacy groups submitted 295 written comments about the Draft TIP primarily through the web-based online commenting application, followed by email, and then airmail. Since some individuals stated more than one issue in their submitted comments, DVRPC assigned each issue an "Item #" that is used to track the responses provided by DVRPC and appropriate DVRPC regional planning partner agencies that are found in Appendix H (see Addendum #24003B). The 295 comments contained 57 issues. Listed below, these issues are categorized into six issue types.

Issue Types (Percentage of All Issues):

1. Combined requests for Circuit trail funding (CMAQ and TA Set-Aside), the inclusion of safety and bicycle/pedestrian elements in TIP projects, and support for certain TIP projects (90.5 percent)
2. Project concerns, questions, and/or suggestions (2.7 percent)
3. Supports project or other TIP related item (1.3 percent)
4. Requests for a new TIP project/line item/study (0.6 percent)
5. General concerns, questions, and/or suggestions (1.3 percent)
6. Opposes project or other TIP related item (3.6 percent)

Appendix H in the Addendum contains three reports that display the public comments received during the public comment period and responses to the comments: (1) Index of Comments (an abridged summary of comments); (2) Original Public Comments (displaying the full content of comments, including letters and/or supporting documents); and (3) Agency Responses to Comments.

5.2 Public Comment Guidance

To facilitate the public comment process, DVRPC offers some extended guidance. Listed below were some questions that DVRPC asked the public to consider during the review of the Draft TIP and Draft STIP documents.

- Are we meeting the needs of the region?
- Is the Draft STIP following the intent of the IJJA/BIL? Such as, are we focusing on projects that address equity, sustainability, resilience, climate change, safety, and asset condition? Are we rebuilding and reinvesting in our railways and public transit infrastructure?
- Do the Draft TIP and STIP contain the appropriate mix of projects with regard to (a) the amount of investment in Highway projects versus the amount in Transit projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity-adding projects; non-traditional projects (such as pedestrian, bicycle, smart technology, TASA, CMAQ, or operational improvements); or freight improvements, versus the traditional Highway and Transit projects?
- Is this region getting its fair share of resources compared to other regions in the state or nation?
- Is the current transportation project development process, including environmental reviews and public input, effective?
- Given financial constraints, is this region investing money in the right types of projects?
- Are the Draft TIP and STIP documents easy to use? How can DVRPC, NJDOT, and NJ TRANSIT further improve their documents?

Of course, comments were not limited to these broader issues of concern. DVRPC, as always, welcomed opinions on specific projects contained in the TIP, the TIP development process, or any other topic of concern. However, we reminded those intending to recommend new projects for the TIP that to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for new projects are generally referred to the appropriate agency for further investigation through their respective “pre-TIP” study efforts. These study efforts may lead to the project winning a place on the TIP in some future year. Additionally, a constructive, information-rich comment that is clearly communicated and supported with facts and local knowledge is more likely to have an impact on decision making. Below are a few tips adapted from “Tips for Submitting Effective Comments” from [Regulations.gov](https://www.regulations.gov) for crafting effective public comments.

Tips for Crafting Effective Public Comments

- Read the description and understand the project you are commenting on. Is the project a study, operational improvement, enhancing a parking lot/bus stop, or creating a multi-use trail? What are its intended effects? For example, an operational improvement project, such as signal re-timing, may not be able to add another travel lane within its scope, but safety components like signage could be added to many kinds of projects.
- Be concise. Support your claims with sound reasoning, documented evidence, and/or how your community will be impacted. For example, have you observed the impacts of a new development on traffic patterns? Is there a study that supports your comment?
- Try to address trade-offs and opposing views.

- If you disagree with a project, suggest an alternative and include an explanation and/or analysis of how your alternative might meet the same objective or be more effective. A potential alternative is to not proceed with the project.
- Identify any credentials and experience that may distinguish your comment from others. If you are a resident of a community, or have relevant personal or professional experience, please state so.
- There is no minimum or maximum length for a comment to be effective.
- Are the Draft TIP and STIP documents easy to use? How can DVRPC, NJDOT, and NJ TRANSIT further improve their documents?

The public comment process is not a vote. One comment that is well-supported with facts and local knowledge can be more influential than a hundred comments. DVRPC and its planning partners want to fund the best projects for the region within financial constraints; when crafting a comment, it is important to explain the reasoning behind your position.

Table 36: Libraries Displaying the Draft TIP

BURLINGTON COUNTY		
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	Moorestown Library 111 West Second Street Moorestown, NJ 08057	Burlington County Library– Bordentown Branch 18 East Union Street Bordentown, NJ 08505
CAMDEN COUNTY		
Camden County Library – M. Allan Vogelston Regional Branch 203 Laurel Road Voorhees, NJ 08043	Camden County Library– Gloucester Twp.-Blackwood Rotary Branch 15 South Blackhorse Pike Blackwood, NJ 08012	Camden County Library– Rutgers-Camden Branch 300 North 5th Street Camden, NJ 08102
Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033	Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034	Camden County Library– Riletta L. Cream Ferry Avenue Branch 852 Ferry Ave. Camden, NJ 08104
GLOUCESTER COUNTY		
Monroe Township Public Library 713 Marsha Avenue Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062	Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096
MERCER COUNTY		
Mercer County Library– Lawrence Branch 2751 Brunswick Pike, U.S. Route 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638	
PHILADELPHIA, PENNSYLVANIA		
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped of Philadelphia 919 Walnut Street Philadelphia, PA 19107	

Source: DVRPC, 2023

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Mapping Application and Listings Overview

6.1 Mapping Application and Geographic Information Systems (GIS)

This TIP does not contain printed static maps in the document, except those in Appendix G: Environmental Justice Appendix. Due to the dynamic, changing nature of the TIP, static maps would become out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC recommends using the TIP Web Map Search Tool found at www.dvrpc.org/TIP (www.dvrpc.org/TIP/Draft) as the primary mapping function to show the location of mappable projects for Highway and Transit projects.

Different project types, such as intersection improvements, bridge replacements, or new transit facilities, are shown on the TIP Web Map Search Tool by using various colors and symbols. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, reserve line items, or preliminary studies, are not mapped. Instead, these projects are listed in a drop-down list under the heading “TIP Projects Not Mapped” and are listed in a table, by their unique project identification number (DB #), on the map under the same heading.

In addition to TIP projects, the TIP Web Map Search Tool includes overlays, such as Planning Centers, Freight Centers, CMP Corridors, and IPD; a “search by address or location” function; and access to additional data sets. DVRPC has made TIP Geographic Information Systems (GIS) data available as well. GIS is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage or for analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public.

Downloadable GIS point and line location features for TIP projects, projects in the current adopted Pennsylvania and New Jersey TIPs, and projects with formal TIP Actions on which the DVRPC RTC and Board vote are available via the DVRPC Data Center, www.dvrpc.org/Data. The DVRPC Data Center contains boundaries, demographic, planning, and transportation data, which is helpful for providing context for TIP projects.

DVRPC Regional Highway and Transit Programs

This document includes various project listings. The project listings include the New Jersey Highway, Transit (NJ TRANSIT and DRPA/PATCO), Statewide, and the Study and Development Programs. The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are Highway projects for Burlington, Camden, Gloucester, and Mercer counties; a listing of projects that apply to various counties; and Transit projects for NJ TRANSIT and DRPA/PATCO.

Within each county grouping, individual Highway and Transit projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, air quality code, improvement type, DVRPC Planning Center, NJDOT Capital Investment Strategies program category, CMP category, EJ IPD rating, and a variety of other information. To assist in quickly locating projects within the document, each county or transit section begins with an index of projects with page numbers listed. NJDOT and NJ TRANSIT have developed a STIP with a 10-year horizon, looking beyond the federal requirement

of a four-year STIP, and that 10-year horizon is reflected in the finance records for all projects. The full New Jersey STIP is available at www.nj.gov/transportation/capital/stip2231.

Note that all projects within the formal First-Four Years (FY24–FY27) would be considered funded and able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the state and region developed a 10-year constrained programming horizon for Highway and Transit projects to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the First-Four Years (FY24–FY27) also have phases (such as Construction) that may be out between LFY28 and LFY33. This 10-year constrained programming horizon is illustrated on the project listings within the TIP and STIP documents.

Statewide Program

Following the lists of DVRPC region Highway and Transit projects are lists of Highway projects in the Statewide Program. These Statewide projects are primarily highway programs managed by NJDOT on a statewide basis that are not specific to any MPO region or that provide direct support to NJDOT.

Study and Development Program

There is a subset of Highway proposals referred to as Study and Development projects. Projects marked with an “L” preceding any phase indicate a Local Agency Lead; otherwise, the state DOT is the lead agency. The objective of the Study and Development Program is to make candidate projects ready for consideration for TIP funded phases in a future TIP update cycle: Preliminary Engineering (PE), Final Design (DES), Right-of-Way Acquisition (ROW), and Construction (CON). Projects in the Study and Development Program have been identified as priorities for further advancement but have not reached formal approval for advancement into PE or DES. In other words, these projects are in the “pre-TIP” phase. Reasonable strategies and alternatives that address the purpose and need are identified for Study and Development projects during the pre-TIP Concept Development phase.

6.2 Codes and Abbreviations Overview

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

Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects in the Long-Range Plan and the TIP. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes. For non-exempt projects, the project’s AQ code is identified by the first conformity “analysis year” that follows the project’s last year of programmed funds for construction that are expected for authorization (hence, projected year of project opening to the public or completion year): 2025, 2035, 2045, or 2050. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O). If a non-exempt project in the TIP, for example, has the last year of funding programmed for construction in 2023, its AQ code would be 2025M.

The Clean Air Act regulations do not require projects that may be coded as exempt to be included in the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds

bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC indicates the specific exempt code in the project descriptions. In cases in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. [Table 37](#) and [Table 38](#) provide a complete list of exempt and non-exempt categories and corresponding AQ codes.

Study and Development projects are those that are still in the conceptual phase and are not yet part of the TIP. However, they are likely to be included in future TIPs; therefore, they are assigned AQ codes that begin with “SDX” for projects likely to be exempt from air quality conformity, or “SDN” for projects not likely to be exempt from air quality conformity. Projects that have been determined not to be regionally significant as defined in the final conformity rule and do not fit into an exempt category have been labeled “Not Regionally Significant” (NRS).

Table 37: DVRPC Air Quality Codes for Non-Exempt Project Categories

NON-EXEMPT PROJECT CATEGORY		AQ CODE
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	Regionally Significant, non-exempt projects included in the 2025 network and all subsequent analysis years	2025M
	Regionally Significant, non-exempt projects included in the 2035 network and all subsequent analysis years	2035M
	Regionally Significant, non-exempt projects included in the 2045 network and all subsequent analysis years	2045M
	Regionally Significant, non-exempt projects included in the 2050 network and all subsequent analysis years	2050M
STUDY AND DEVELOPMENT PROJECTS	Project in the Study and Development Program expected to result in an exempt project	SDX
	Project in the Study and Development Program expected to result in a non-exempt project	SDN

Source: DVRPC, 2023

Table 38: DVRPC Air Quality Codes for Exempt Project Categories

EXEMPT PROJECT CATEGORY		AQ CODE	EXEMPT PROJECT CATEGORY		AQ CODE
SAFETY	Railroad/Highway Crossing	S1	MASS TRANSIT	Operating assistance to transit agencies	M1
	Hazard Elimination Program	S2		Purchase of support vehicles	M2
	Safer Non-Federal-Aid System Roads	S3		Rehabilitation of transit vehicles	M3
	Shoulder Improvements	S4		Purchase of office, shop, and operating equipment for existing facilities	M4
	Increasing Sight Distance	S5		Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts, etc.)	M5
	Safety improvement program	S6		Construction or renovation of power, signal, and communications systems	M6
	Traffic control device and operating assistance other than signalization projects	S7		Construction of small passenger shelters and information kiosks	M7
	Railroad/highway crossing warning devices	S8		Reconstruction or renovation of transit buildings and structures	M8
	Guardrails, median barriers, crash cushions	S9		Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9
	Pavement resurfacing and/or rehabilitation	S10		Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10
	Pavement marking demonstration	S11		Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11
	Emergency relief (23 U.S.C. 125)	S12	OTHER PROJECTS	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1
	Fencing	S13		Grants for training and research programs	X2
	Skid treatments	S14		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety roadside rest areas	S15		Federal aid systems revisions	X4
	Adding medians	S16		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Truck-climbing lanes outside the urbanized area	S17		Noise attenuation	X6
	Lighting improvements	S18		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Acquisition of scenic easements	X8
	Emergency truck pullovers	S20		Plantings, landscaping, etc.	X9
AIR QUALITY	Continuation of ridesharing, van-pooling promotion activities at current levels	A1		Sign removal	X10
	Bicycle and pedestrian facilities	A2		Directional and informational signs	X11
NOT REGIONALLY SIGNIFICANT PROJECTS	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS		Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12
				Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or	X13
Intersection channelization projects		R1	Truck size and weight inspection stations		R4
Intersection signalization projects at individual intersections		R2	Changes in vertical and horizontal alignment		R5
Interchange reconfiguration projects		R3	Bus terminals and transfer points		R6

Source: DVRPC, 2023

Major Regional Project ID

The Major Regional Project ID (MRP ID) indicates if a project is identified as a Major Regional Project in the DVRPC Long-Range Plan with the corresponding ID number.

TIP Project Status Codes

DVRPC has developed a coding scheme to highlight certain projects in the TIP by denoting them with the following status codes: NEW, NEW-B, NEW-G, NEW-LG, NEW&SD, NEW-CD, SD, or RETURN. As a result of the TIP being updated every two years, these status codes help establish the origin of the projects by distinguishing them from other projects within the TIP and by tracking in which TIP document they first appear.

Projects determined as “new” projects in the TIP are denoted with a status code of NEW, NEW-B, NEW-G, NEW-LG, NEW-M, NEW&SD, or NEW-CD. NEW projects are programmed in the TIP for the absolute first time. Projects indicated as NEW-B are new “break-out” projects that have been “broken out of,” or derived from, an existing TIP project. NEW-G projects have “graduated” from the Study and Development Program and are advancing into the TIP for Design to Construction phases. Similarly, NEW-LG projects are locally sponsored projects that have “graduated” from DVRPC’s Local Concept Development Program to advance into the TIP’s Local Program, or the project’s Concept Development phase was locally led by a county or municipality. NEW-M projects include at least two existing TIP projects merged into one of the existing DB #s or combined into a newly established DB #.

Since funds are programmed over a 10-year horizon, projects may be included in both the TIP’s Study and Development Program and Highway Program. Such projects are denoted as NEW&SD. NEW-CD projects are those that are programmed for Concept Development in the DVRPC Highway or NJDOT Statewide Program.

A project denoted with an SD status indicates that it is not a new project but is in the TIP Highway or Statewide Program and Study and Development Program. Finally, projects indicated as RETURN have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the FY2024 TIP for New Jersey.

Planning Center Notation

The Greater Philadelphia region is a mosaic of 351 townships, boroughs, and cities, each making their own land use decisions. To categorize and simplify community types and corresponding long-range planning policies, DVRPC has assigned each municipality a Planning Center type associated with the long-range planning policies that will be most beneficial to the community as a whole. At the regional scale, Planning Centers guide the direction of policy.

Planning Centers include the following types:

- **Metropolitan Center** - The central business districts of Camden and Philadelphia. These centers have a mixture of high-density residential and commercial uses, contain leading academic and medical institutions, and major tourist and entertainment destinations, and are generally served by transit.
- **Metropolitan Subcenters** - Areas with a magnitude of jobs and commercial activity that generally has more jobs than residents and tends to be auto dependent.
- **Neighborhood Centers** - Walkable, recognizable places with a mix of commercial, retail, anchor institutional, and residential activities within the larger urban setting. Their characteristics, assets, challenges, and needs vary, and therefore, the specific approaches and

strategies for improving and revitalizing these neighborhoods will differ.

- **Suburban Centers** - Regionally significant concentrations of office, retail, professional, and light industrial uses. Suburban Centers generally have more jobs than residents and are generally auto dependent.
- **Town Centers** - Areas with a mixture of high-density residential and commercial land uses that are pedestrian friendly, often transit oriented, and surrounded by suburban land uses.
- **Rural Centers** - Areas with a minimum density of six people and three employees per developed acre and that are surrounded by rural and agricultural land uses.
- **Planned Centers** - Planned town-center-type developments on greenfields in Growing Suburbs or Rural Areas or through redevelopment on grayfields and/or brownfields in developed communities. "Planning Center" is a notation in the TIP project description.

IPD Codes

DVRPC uses the IPD (Indicators of Potential Disadvantage) methodology to identify direct and disparate impacts of its plans, programs, and planning process on defined population groups in the Delaware Valley region under Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (EJ). Population groups assessed at the census tract level include Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign Born, Persons with Disabilities, Limited English Proficiency, and Low-Income. The IPD methodology evaluates each census tract in the region for the concentration of each of the nine IPD population groups listed above to understand the distribution of TIP mappable projects in regard to EJ and Title VI guidance. The distribution of projects may indicate if communities of concern are experiencing disproportionate impacts or possibly being excluded from benefits of TIP projects.

The data for each of the indicators in the IPD analysis is split into five "bins," and a census tract "score" is determined by standard deviations relative to an indicator's regional average: well below average (score of 0), below average (score of 1), average (score of 2), above average (score of 3), and well above average (score of 4) (see Figure 4: IPD Scoring Methodology). A summary score of all nine indicators for each census tract (ranging from 0 to 36) is used to show regional concentrations of populations of interest as defined by Title VI and EJ. These summary scores are then organized into five categories—from "well below average" to "well above average"—to allow for regional comparisons and evaluation: well below average (scores from 0 to 11), below average (scores from 12 to 15), average (scores from 16 to 19), above average (scores from 20 to 23), and well above average (scores from 24 to 36). Refer to Chapter 3: Responding to Environmental Justice (EJ) and Title VI Concerns for full details.

CMP Notation

Certain projects are determined to be major capacity or operational improvements and found consistent with DVRPC's Congestion Management Process (CMP). They are noted as such in the TIP description, with indications of whether supplemental strategies for addressing congestion are required, and its location in a subcorridor. The CMP category of Major SOV Capacity-Adding Projects refers to projects that add capacity or improve operations in a way that affects regional travel patterns. This review considers, although is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

National Highway Freight Network

The Delaware Valley is a premier freight transportation gateway and is made up of a multifaceted, interconnected freight network. Projects that have a direct, significant impact on the flow of goods along strategic freight corridors or that would improve NHS connector routes to intermodal facilities are noted as

integral to the federally designated NHFN. This system designation is intended to improve the performance of highway portions of the U.S. freight transportation system through strategic use of federal resources. The NHFN has four subsystems: (1) the PHFS; (2) those portions of the Interstate system not part of the PHFS; (3) CRFCs, which DVRPC does not have; and (4) CUFCs. Projects that are in the NHFN and Interstates are eligible for NHFP funding.

Phase of Work Abbreviations

Note that an “L” preceding any phase means Local Agency Lead (MPO, county, or municipality); otherwise, the state DOT is the lead agency.

CAP (Capital Acquisition): Used to denote NJ TRANSIT’s acquisition of rolling stock. NJ TRANSIT uses this designation to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases of work, that address a specific mobility issue.

CD/LCD (Concept Development): The Concept Development Phase purpose is to identify and compare reasonable alternatives and strategies that address a well-defined and well-justified Purpose and Need Statement and select a Preliminary Preferred Alternative (PPA). The PPA is selected based on several factors, including environmental impacts, constructability, cost effectiveness, and if the project can be constructed in a timely manner. This phase involves data collection, internal and external stakeholder coordination, and alternatives analysis. Along with the PPA, key products that are produced in this Phase include the Purpose and Need Statement, the National Environmental Policy Act (NEPA) Classification, and the Concept Development Report. CD denotes NJDOT Concept Development Phase; LCD denotes concept development by a local entity (MPO, county, municipality). For information about NJDOT’s Concept Development phase, please visit www.state.nj.us/transportation/capital/pd/phase_cd.shtm.

CON (Construction): Refers to the phase or type of work involving the actual building of a project.

DES (Final Design): The purpose of the Final Design Phase is to produce the project’s construction contract documents (i.e., Final Plans, Specifications, and Cost Estimate (PS&E) for use in soliciting bids from prospective contractors and advancing the project to the Construction Phase. This Phase includes the continuation and completion of environmental and engineering tasks initiated in the Preliminary Engineering Phase, such as roadway design, bridge design, right-of-way and access engineering, utility engineering, environmental permits and clearances, and community outreach. The completion of those tasks will involve various internal and external project stakeholders. Stakeholder coordination ranges from onboard project review meetings with internal offices to efforts with local officials, the general public and other State and federal agencies. Efforts with the public and local officials are guided by a project-specific public involvement action plan. The Final Design Phase is completed when the project is authorized for construction, which initiates the Construction Phase of project delivery.

EC (Design and Construction): Funding can be used for both design and construction costs.

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

FA/LFA (Feasibility Assessment): A phase of work intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs. The

end products of scoping are: a recommended scheme with a realistic cost estimate; an approved environmental document; reasonable assurance that environmental permits can be obtained; community support, or documentation explaining why such support cannot reasonably be obtained; and identification of right-of-way (ROW) needs and costs. Scoping consists of two phases in NJDOT: Feasibility assessment and final scope development. FA denotes feasibility assessment by NJDOT; LFA denotes local feasibility assessment by a local entity (MPO, county, municipality).

PD/LPD (Preliminary Design): This phase advances preliminary engineering and obtains formal community and environmental approval of the Initially Preferred Alternative. PD denotes preliminary design by NJDOT; LPD denotes local preliminary design by a local entity (MPO, county, municipality).

PE/LPE (Preliminary Engineering): The Preliminary Engineering Phase involves performing engineering tasks and technical environmental studies to obtain formal community consensus (through a public information center) of the study and to secure the approval of the environmental document. If a design exception is necessary on a project, preparation and approval of the Design Exception Report will occur during this Phase. During the Preliminary Engineering Phase, a number of activities are simultaneously set in motion based on the PPA such as community involvement (meetings with affected property, business owners), agency consultation, environmental documentation, design level mapping, and the development of geometric design. PE denotes NJDOT Preliminary Engineering Phase; LCD denotes preliminary engineering by a local entity (MPO, county, municipality).

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

PRD (Project Development): A phase or type of work used by NJ TRANSIT which is intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs.

PS (Problem Screening): The Problem Screening Phase is the entrance into the delivery process for any potential project. The purpose of the phase is to investigate a potential transportation problem. A potential problem is developed into a Problem Statement (PS) and submitted to Capital Investment Strategies (CIS). The sources of the Problem Statement may include NJDOT Management Systems, Planning Studies, a Metropolitan Planning Organization, or internal and external stakeholders. This phase involves a Tier 1 Screening, a Tier 2 Screening, or a Management System Initiative Screening. If the problem is validated, a recommendation is advanced for review and approval by the Capital Program Screening Committee (CPSC) and the Capital Program Committee (CPC).

The objective of the Problem Screening Phase is to effectively, efficiently, and consistently screen transportation problems in agreement with the Statewide Capital Investment Strategy (SCIS) and project prioritization criteria. Achieving this goal is expected to produce selective proposals that are consistent with the SCIS performance related goals, objectives and investment targets for potential advancement while conforming to State and federal requirements.

ROW (Right-of-Way Acquisition): A general term denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes.

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

UTI (Utilities): Utility relocation work associated with a project. In some cases, the utility relocation work associated with a project must be programmed separately from the actual construction phase of work.

Federal Highway Funding Sources Abbreviations

BFP (Bridge Formula Program): This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads.

BFP-OS-BRDG: This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads. This funding is used for bridges that are off the federal-aid system.

BUILD (Better Utilizing Investments to Leverage Development) Transportation Discretionary Grant Program: This U.S. DOT competitive, discretionary grant program was previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants and under the current Biden administration, is now known as RAISE (Rebuilding American Infrastructure with Sustainability and Equity).

CMAQ (Congestion Mitigation and Air Quality Improvement Program): This federal-aid funding category was established under the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) to provide funding for projects that improve air quality and/or relieve congestion without adding new highway capacity. These funds are especially targeted for states, like New Jersey, with serious air quality problems to help meet their Clean Air Act obligations.

CR (Carbon Reduction Program): This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions, as well as the development of carbon reduction strategies.

CTDG (Competitive TIGER Discretionary Grants): Special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multijurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. In 2018, the U.S. DOT rebranded TIGER into the BUILD Transportation Discretionary Grant program, which is now known as RAISE.

DEMO (Demonstration Funds): Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. This funding category includes “demonstration” funding provided under Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects with “demonstration”, or “high priority project” funding often have special rules of use.

FBP (FHWA Ferry Boat Program): Federal funds that are allocated for the improvements to ferry boats and ferry terminal facilities throughout the state.

GARVEE (Grant Anticipation Revenue Vehicle) Bond Program: Program that provides securities upfront to advance high-cost, federal-aid transportation projects and accelerate construction timelines based on future federal-aid funding for debt repayment. The state is reimbursed for annual project debt service rather than construction outlays over a number of years. Once a project is selected for debt financing, the project is submitted to FHWA for approval as an advance construction project.

HSIP (Highway Safety Improvement Program): This federal-aid funding category was established under SAFETEA-LU with the purpose of significantly reducing traffic fatalities and serious injuries on all public roads in a comprehensive and strategic manner consistent with the State's Strategic Highway Safety Plan.

I-MAINT or IM (Interstate Maintenance): Provided funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the Interstate system. This funding category was merged into NHPP in MAP-21.

INFRA (Infrastructure for Rebuilding America): A federal discretionary grant program that was established in July 2017 to replace the FASTLANE program that was newly authorized under the FAST Act. It provides INFRA grants or credit assistance to nationally and regionally significant freight and highway projects.

LOCAL-DVRPC: Funding provided to DVRPC from sources other than Federal and State, including, but not limited to, local autonomous authorities, entities, and governments.

LTAP (Local Technical Assistance Program): Federal funds that are allocated for the center that provides information and training to local governments and agencies to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers.

NEVFP (National Electric Vehicle Formula Program): This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

NHFP-HWY, NHFP-RAIL (National Highway Freight Program): As established by the FAST Act, the National Highway Freight Program provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). NHFP supports several goals, including: infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.

NHPP (National Highway Performance Program): As established by MAP-21, the National Highway Performance Program provides support for the construction of new facilities on the National Highway System (NHS), the condition and performance of the NHS, and achieving performance targets, as set by that State's asset management plan.

OTHER: This represents funding provided from other sources, including but not limited to, bi-state and autonomous authorities, private entities, and local governments.

OTHER-DVRPC: Funding provided directly to the MPO from sources other than Federal and State, including, but not limited to, bi-state and autonomous authorities, private and government entities.

PPF – PROTECT Formula Program: This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

PL/PL-FTA – Planning (Metropolitan Planning Funds by FHWA/FTA): A federal-aid funding category that provides funds for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

RAISE (Rebuilding American Infrastructure with Sustainability and Equity): U.S. DOT’s new competitive discretionary grant program formerly known as BUILD will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs. See www.transportation.gov/RAISEgrants for more details.

RCA (Rail-Highway Grade Crossings Program): A federal funding category which is intended to develop and implement safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings. Eligible program activities include signing and pavement markings at crossings, active warning devices, crossing surface improvements, sight distance improvements, grade separations, and the closing and consolidation of crossings.

RTP (Recreational Trail Program): Provides grants to public agencies and non-profit organizations for a variety of trail projects. The NJ Department of Environmental Protection, Division of Parks and Forestry, administers the program.

RHC (Rail-Highway Grade Crossings Program): This is a federal funding category that is intended to develop and implement safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings. Eligible activities include signing and pavement markings at crossings; active warning devices; crossing surface improvements; sight distance improvements; grade separations; and the closing and consolidation of crossings.

RHC-PHILA (Rail Highway Grade Crossing-Philadelphia): RHC funds designated for the “Philadelphia, PA-NJ-DE-MD” Urbanized Area.

RHC-TRENTON (Rail Highway Grade Crossing-Trenton): RHC funds designated for the “Trenton, NJ” Urbanized Area.

SPR/SPR-FTA (Statewide Planning and Research): Federal law requires a percentage of funds allocated to states for highway improvements to be devoted to planning and research activities.

STBGP (Surface Transportation Block Grant Program): A federal funding category established under the Intermodal Surface Transportation Efficiency Act (ISTEA), which encompasses funding made available to areas delineated by geographic boundaries and/or population limits.

STBGP-OS-BRDG (Surface Transportation Block Grant Program for Off-System Bridges): This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions. This funding is used for bridges that are off the federal-aid system.

STBGP-PHILA (Surface Transportation Block Grant Program for the Philadelphia Urbanized Area with a population of 200,000 or more): STBGP funds for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area, which makes up most of the DVRPC Local Program. Prior to the FY2018 NJ TIP, both STBGP-PHILA and STBGP-TRENTON were combined as "STBGP-STU" or "STP-STU" depending on the federal legislation.

STBGP-TRENTON (Surface Transportation Block Grant Program for the Trenton Urbanized Area with a population of 200,000 or more): STBGP funds for the "Trenton, NJ" Urbanized Area, which makes up a smaller part of the DVRPC Local Program. Prior to the FY2018 NJ TIP, both STBGP-PHILA and STBGP-TRENTON were combined as "STBGP-STU" or "STP-STU" depending on the federal legislation.

STP-TE (Surface Transportation Block Grant Program-Transportation Enhancement): Provides funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers. STP-TE was incorporated into TAP in MAP-21. Funds may be flexed from the Highway Program via FHWA to the Transit Program.

TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants are special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multijurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. See CTDG, DEMO, and BUILD. In 2018, the program became BUILD. In 2021, the program became RAISE.

TA (Transportation Alternatives Set-Aside): Consolidates funding from FHWA's former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs. MAP-21 eliminated the 10 percent set-aside under STP for "transportation enhancements" and replaced it with the "transportation alternatives" program. Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. A competitive process for selection of projects must take place. The fund code was previously designated as TAP and has been broken out by urbanized area (e.g., TA-PHILA, TA-TRENTON) like STBGP funds.

TA-PHILA (Surface Transportation Block Grant Programs Transportation Alternatives Set-Aside for the Philadelphia Urbanized Area with a population of 200,000 or more): STBGP TA Set-Aside funds for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area.

TA-TRENTON (Surface Transportation Block Grant Programs Transportation Alternatives Set-Aside for the Trenton Urbanized Area with a population of 200,000 or more): STBGP TA Set-Aside funds for the “Trenton, NJ” Urbanized Area.

State Highway Funding Sources Abbreviations

STATE or TTF: The “STATE” or “TTF” category is used to show the disposition of funding received from the New Jersey Transportation Trust Fund.

STATE-DVRPC: Provides STATE funding from the TTF for use by DVRPC for locally sponsored projects. Various levels of STATE funds were appropriated by the New Jersey State Legislature between FY14 and FY18 because of the MPO exchange of program funds with NJ TRANSIT and NJDOT. In the current DVRPC TIP, two digits associated with this fund code indicate the year that STATE-DVRPC funds were appropriated by the state legislature (e.g., 18-STATE-DVRPC denotes STATE-DVRPC funds that were appropriated in FY18). See Appendix E for detailed information. In this document, STATE-DVRPC funds that expect encumbrance (“obligation” for state funds) in FY2024 or beyond are not counted in the program summary as they were previously appropriated by the state legislature.

Federal Transit Funding Sources Abbreviations

STATE or TTF: The “STATE” or “TTF” category is used to show the disposition of funding received from the New Jersey Transportation Trust Fund.

STATE-DVRPC: Provides STATE funding from the TTF for use by DVRPC for locally sponsored projects. Various levels of STATE funds were appropriated by the New Jersey State Legislature between FY14 and FY18 because of the MPO exchange of program funds with NJ TRANSIT and NJDOT. In the current DVRPC TIP, two digits associated with this fund code indicate the year that STATE-DVRPC funds were appropriated by the state legislature (e.g., 18-STATE-DVRPC denotes STATE-DVRPC funds that were appropriated in FY18). See Appendix E for detailed information. In this document, STATE-DVRPC funds that expect encumbrance (“obligation” for state funds) in FY2024 or beyond are not counted in the program summary as they were previously appropriated by the state legislature.

Federal Transit Funding Sources Abbreviations

CMAQ (Congestion Mitigation and Air Quality): This federal-aid funding category was established under ISTEA to provide funding for projects that improve air quality and/or relieve congestion without adding new highway capacity. These funds are especially targeted for states like New Jersey, with serious air quality problems to help meet their Clean Air Act obligations.

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

MATCH: Local funds that are needed in order to receive a match in federal funding (Job Access and Reverse Commute (JARC) and SECT 5311).

NJ TURNPIKE: Funding from the NJ Turnpike Authority.

OPER (Operating): Fare-box generated revenue funds

OTHER: Represents funding provided from other sources, including but not limited to; bi-state and autonomous authorities, private entities, and local governments.

SECT 5307 (FTA Urbanized Area Formula Grants Program): Provides funding to a census-designated urbanized area of 50,000 people or more for the planning, engineering, design, and evaluation of transit projects and technical transportation-related studies; capital investments in bus and bus-related activities, such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

SECT 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program): Provides funding for transportation services planned, designed, and implemented to support special transportation needs of seniors and individuals with disabilities in all areas.

SECT 5311 (FTA Non-Urbanized Rural Area Formula Program): Provides funding for rural public transportation programs and training and technical assistance to states and federally recognized Indian tribes with populations fewer than 50,000 according to the census.

SECT 5324 (FTA Public Transportation Emergency Relief Program): Provides funding for capital and operating expenses to protect, repair, replace, or reconstruct equipment and facilities in danger of failing or that have suffered serious damage in the event of an emergency, including natural disasters.

SECT 5326 (FTA TAM): Provides TAM and reporting requirements across FTA's grant programs to promote accountability.

SECT 5337 (FTA State of Good Repair Program): Provides funding for capital asset maintenance, rehabilitation, and replacement, as well as projects that implement Transit Asset Management (TAM) plans.

SECT 5339 (FTA Bus and Bus Facilities Program): Provides funding for capital projects that will replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities. This program also replaces the expired Alternative Analysis Program.

SECT 5340 (FTA States/High Density States Programs): Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21, as in authorizations prior to MAP-21.

State Transit Funding Sources

CASINO REVENUE: By state law, provides state transit funding from the annual allocation of 8.5 percent of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.

Other Funding and Phase Abbreviations

Advance Construction (AC): Procedure to advance a federally funded project phase into the current FY and implement it with non-federal funds. The use of this procedure is subject to the availability of non-federal funds (e.g., state funds) in the year that the phase is to be implemented and the availability of federal funds in the year that the AC project is to be converted to a regular federal-aid project. AC projects are listed individually in the TIP in the year the project is to be implemented and the year conversion will take place.

DRPA: Delaware River Port Authority funds.

LOCAL, LOCAL-DVRPC, MATCH: Funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds. LOCAL-DVRPC is revenue generated from the previous commuter benefit program (RideECO) that was previously administered by the DVRPC.

Multiyear Funding: Procedure to program and authorize only a portion of a given project phase that is necessary to support the reimbursement of planned cash outlays for a given year. The remaining portions of the project phase are programmed in subsequent years with the condition that federal authorization to proceed is not a commitment or obligation to provide federal funds for the portion that is not fully funded. If sufficient federal funding is not available in any fiscal year, NJDOT will take full responsibility to fund the remaining portion of that phase of work in accordance with federal and state law, or the project may be terminated or placed on hold until funding is available.

TBD: To be determined.

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CHAPTER 7: **Programs**

7.1 DVRPC Regional Highway and Transit Programs

The DVRPC FY2024 TIP for New Jersey categorizes projects into the following programs: DVRPC Highway Program, DVRPC Transit Program (by NJ TRANSIT and DRPA/PATCO), and displayed for information purposes, the Study and Development Program. Additionally, the Statewide Program is included in this document.

The DVRPC region's Highway and Transit programs include 146 projects that are funded in the TIP over the First-Four Years (FY24–FY27). These projects total \$2.226 billion for the phases to be advanced over the next four years, averaging almost \$557 million per year. The project listings within the Highway and Transit programs that follow this chapter are grouped by county and transit operator/agency. Included are Highway projects for Burlington, Camden, Gloucester, and Mercer counties; a listing of projects that apply to various counties; and Transit projects for NJ TRANSIT and DRPA/PATCO. Within each county grouping, individual Highway and Transit projects are listed alphabetically by project name.

The DVRPC Regional Highway Program contains 86 projects, plus one (1) STATE-DVRPC funded projects in the DVRPC Local Program that anticipate encumbering \$3.9 million STATE-DVRPC funds between FY24 and FY27. Programmed funds include \$1.351 billion over the next four years for projects primarily addressing the highway system.

The DVRPC Regional Transit Program contains 59 projects (37 by NJ TRANSIT and 22 by the DRPA/PATCO) that are primarily programs or reserve line items. Programmed funds include nearly \$878 million over the next four years for projects addressing the regional transit system by NJ TRANSIT (about \$761 million) and the DRPA/PATCO (about \$113 million).

7.2 Statewide Program

The TIP lists 107 NJDOT-managed programs that are for the entire State of New Jersey and worth \$5.856 billion in the First-Four Years. The Statewide Program is primarily state funded over the First-Four Years. The remaining portion of the Statewide Program is federally funded. These Statewide Highway projects/line items are not specific to any particular MPO region but would benefit all or that provide direct support to NJDOT.

7.3 Study and Development Program

There are 11 total projects in the Study and Development Program: 8 NJDOT sponsored projects and three (3) locally sponsored. These projects are currently in a conceptual, “pre-TIP” phase (Concept Development) and not yet ready to enter the design phase. The locally sponsored projects are selected from DVRPC's Local Concept Development Program.

Figure 5: Roadmap for TIP Project Listing

State Department of Transportation (NJDOT) project ID number

County where project is located

DVRPC FY2024 TIP for New Jersey

Highway Program

Camden

Project Title

Indicates that project is identified as a Major Regional Project (MRP) in the DVRPC Long-Range Plan

Draft Version

DB# 9999

Somewhere Road Corridor Improvements

MRPID: 099

NEW

AQCODE: 203SM

This project will relieve a major existing bottleneck at the corridor by constructing roadway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include lane widening, roadway elevation to reduce flooding events where appropriate, upgrades to the roadway geometry and the addition of shoulders, sidewalks, and bike lanes throughout the project limits. It will also include stormwater system upgrades along the entire project limits, new ADA ramps, and streetscaping.

CMP: Major SOV Capacity

Adding Subcorr(s): 2B

Municipalities: Bellmawr Borough; Mount Ephraim Borough

Planning Center: Town Center

CIS Program Subcategory: Local Roadway Improvements

CIS Program Category: Congestion Relief

Project Manager: Belle, Elsa

IPD: 2

Mileposts: 26.41 - 27.8

Sponsor: NJDOT

Improvement Type: Roadway New Capacity

Local Project: Mapped: Y

This project may be suitable for ITS treatments.

Project Manager assigned by NJDOT

TIP Program Years (In Millions)					Later Fiscal Years (In Millions)						
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-FLEX		43.339	37.382	50.677						
CON	STBGP-FLEX		66.661	45.368	59.765	17.250					
Fiscal Year Total			110.000	82.750	110.442	17.250					
Total First Four Years:			303.192			Total Later Fiscal Years: 17.250					

Fund type for each phase; note that "*" following a fund type indicates conversion funds for advanced construction phases

Funds are in \$ Millions

"Y" indicates project is mapped online and that the project is in the DVRPC Local (Highway) Program

Anticipated project phase

NJDOT Capital Investment Strategy (CIS)/Asset Program notation demonstrates one of the NJDOT investment categories and subcategories

Highest Indicator of Potential Disadvantage (IPD) for Environmental Justice (EJ)

DVRPC Congestion Management Process (CMP) codes

Community types that correspond to DVRPC long range planning policies

Air Quality Code

Status code assigned by DVRPC to help establish the origin of the project. In this example, "New" indicates that this project is programmed in the Draft TIP for the very first time.

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DVRPC FY2024 TIP FOR NEW JERSEY |

CHAPTER 8: **Project Listings by Program**

8.1 DVRPC Regional Highway Projects

8.2 DVRPC Regional Transit Projects: NJ TRANSIT

8.3 DVRPC Regional Transit Projects: DRPA/PATCO

8.4 Statewide Program

8.5 Study and Development Projects

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8.1 DVRPC Regional Highway Projects



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DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Burlington

DB# D2018

Bridge No. C4.13 over Parkers Creek on Centerton Road

AQCODE: S19

With the permanent closure of County Bridge 03C4004 over the Rancocas Creek, this County Bridge #C4.13 is a primary connector for individuals travelling between Willingboro & Westampton Townships to Mount Laurel & Moorestown Townships. This section of Centerton Road is also one of the main roads that leads to the entrance and exit of I-295 interchange (43 A&B). County Bridge #C4.13 carries 2 lanes of opposing traffic and approximately 3.5' shoulders on each side of the road. The bridge currently lacks sidewalks and does not have bicycle compatible shoulders. Major improvements are needed for this bridge due to the structure's age (over 100 years), structurally deficient status and scour critical status, and it is functionally obsolete. Whether the bridge will be rehabilitated or replaced, the construction work will address the structural deficiencies, scour problems, non-standard bridge width and bicycle & pedestrian compatibility. The project will also include roadway improvements (guardrail, paving, sidewalk), as well as installation of scour countermeasures.

CMP:

Municipalities: Moorestown Township; Mount Laurel Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: N/A

Sponsor: Burlington County

Improvement Type: Bridge Repair/Replacement

Local Project: Y

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
FD	STBGP-PHILA			1.100							
CON	STBGP-PHILA					4.041	3.362				
PE	STBGP-PHILA	0.900									
Fiscal Year Total		0.900		1.100		4.041	3.362				
Total First Four Years:		2.000				Total Later Fiscal Years: 7.403					

DB# D1510

Burlington County Bus Purchase

AQCODE: M10

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Burlington County, such as providing for the purchase of buses and capital equipment for BurLink. The BurLink bus system is a deviated fixed route service that is operated by the South Jersey Transportation Authority (SJTA) and provides transportation to county residents, employees and visitors. BurLink bus routes connect with many NJ TRANSIT bus routes and the River LINE.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: N/A

Sponsor: Burlington County

Improvement Type: Transit Improvements

Local Project: Y

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	CMAQ	0.344		0.268		0.268		0.344		0.268	
Fiscal Year Total		0.344		0.268		0.268		0.344		0.268	
Total First Four Years:		0.612				Total Later Fiscal Years: 0.880					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Burlington

DB# D0302 Burlington County Roadway Safety Improvements

AQCODE: S6 This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP:	Not SOV Capacity Adding		Planning Center: None
Municipalities:	Various		CIS Program Category: Local System Support
CIS Program Subcategory:	Local Aid		IPD:
Project Manager:	Buerk, Jesse		Sponsor: Burlington County
Mileposts:	N/A		Local Project: Y
Improvement Type:	Roadway Rehabilitation		Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-PHILA	1.000		1.000		1.000		1.000			
Fiscal Year Total		1.000		1.000		1.000		1.000			
		Total First Four Years: 2.000				Total Later Fiscal Years: 2.000					

DB# 17411 CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail) MRPID: 316

AQCODE: S19 Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built around 1830.

CMP:	Not SOV Capacity Adding		Adding Subcorr(s): 1A, 6C
Municipalities:	Bordentown City		Planning Center: None
CIS Program Subcategory:			CIS Program Category: Bridge Assets
Project Manager:	Marcellus, Evens		IPD:
Mileposts:	14.7		Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement		Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	NHPP				0.300						
DES	NHPP			2.500							
CON	NHPP								13.500		
Fiscal Year Total				2.500	0.300				13.500		
		Total First Four Years:			2.800	Total Later Fiscal Years:			13.500		

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Burlington

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

AQCODE: S19 This project will address structural deficiencies of the Mill Street (CR 616) Bridge over the South Branch of Rancocas Creek (County Structure No. D4.27). The bridge is a concrete encased, single span (36 feet) steel stringer bridge with a reinforced concrete deck. The bridge was built circa 1918 and is located in the Vincentown Historic District.

CMP:

Municipalities:	Southampton Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Local System Support
Project Manager:	Buerk, Jesse	IPD:	
Mileposts:		Sponsor:	Burlington County
Improvement Type:	Bridge Repair/Replacement	Local Project:	Y
		Mapped:	Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
FD	STBGP-PHILA		0.750								
PE	STBGP-PHILA	0.500									
CON	STBGP-PHILA					4.058					
Fiscal Year Total		0.500	0.750			4.058					
		Total First Four Years: 1.250				Total Later Fiscal Years: 4.058					

DB# D1601 New Jersey Regional Signal Retiming Initiative

AQCODE: X1 This project reduces congestion and improves air quality by optimizing progression on signalized 500 and 600 routes in DVRPC's New Jersey counties. These improvements are designed to enhance mobility and promote integrated corridor management strategies. Corridors will be selected by representatives of DVRPC member governments, DVRPC, and NJDOT, with reference to the current Regional Transportation Operations Master Plan and other appropriate data. After obtaining supportive MOUs from signal owner-operators along a selected corridor, signal timing plans will be developed and implemented by consultants to DVRPC for peak hour, off-peak, weekend, event, and emergency operations, as appropriate. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended

CMP:

Municipalities:	Various	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Congestion Relief
Project Manager:	Buerk, Jesse	IPD:	
Mileposts:	N/A	Sponsor:	DVRPC
Improvement Type:	Signal/ITS Improvements	Local Project:	Y
	This project may be suitable for ITS treatments.	Mapped:	Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	CMAQ	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350
PLS	STBGP-PHILA	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030		
Fiscal Year Total		0.380	0.380	0.380	0.380	0.380	0.380	0.380	0.380	0.350	0.350
		Total First Four Years: 1.520				Total Later Fiscal Years: 2.220					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Burlington

DB# D2207

AQCODE: A2

Rancocas Creek Greenway, Laurel Run Park (Circuit)

NEW

This project will fill in a gap of the Circuit Trails network. It will construct 1.75 miles of AASHTO, ADA compliant trails and trail access appurtenances, including trailhead parking area, at Laurel Run Park. In 2021, this project was awarded a DVRPC Regional Trails grant (Phase 8) for design.

CMP:

Municipalities: Delran Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: N/A

Sponsor: Burlington County

Improvement Type: Bicycle/Pedestrian Improvement

Local Project: Y

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA	4.707									
Fiscal Year Total		4.707									
		Total First Four Years: 4.707				Total Later Fiscal Years:					

DB# D2402

AQCODE: A2

Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and Trail Linkages

NEW

This project involves the extension of ADA and AASHTO compliant Circuit Trails designated Rancocas Creek Greenway Trail from Pennington Park, Delanco Township to Rainbow Meadow Park, Delran Township with spur to Willingboro Lakes Park, Willingboro Township, including approximately 175' long pedestrian bridge over State Route 130.

CMP:

Municipalities: Willingboro Township; Delanco Township; Delran Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager: Local Aid

IPD:

Mileposts:

Sponsor: Burlington County


Improvement Type: Bicycle/Pedestrian Improvement

Local Project: Y

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-PHILA		0.300								
ROW	STBGP-PHILA						0.750				
FD	STBGP-PHILA				2.183						
CON	STBGP-PHILA							2.000	3.500	4.000	6.500
Fiscal Year Total			0.300		2.183		0.750	2.000	3.500	4.000	6.500
		Total First Four Years: 2.483				Total Later Fiscal Years: 16.750					

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Burlington

DB#	D2405	Resurfacing & Safety Improvements to Kings Highway/Salem Avenue		NEW
(CR 551)				
AQCODE:	S10	This project will provide roadway resurfacing and safety improvements.		
CMP:				
Municipalities:	Woodbury City; West Deptford Township; East Greenwich Township		Planning Center: None	
CIS Program Subcategory:			CIS Program Category:	
Project Manager:	Local Aid		IPD:	
Mileposts:			Sponsor: Gloucester County	
Improvement Type:	Roadway Rehabilitation		Local Project:	Y
			Mapped:	Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-PHILA	0.072									
CON	STBGP-PHILA		2.793								
Fiscal Year Total		0.072	2.793								
		Total First Four Years: 2.865				Total Later Fiscal Years:					

DB#	15385	Route 38, Nixon Drive to Route 295 Bridge
AQCODE:	S10	This project will mill/pave the shoulder area and include treatment on the existing mainline pavement within the project limits. Sidewalk improvements, ADA compliance, traffic signal upgrades and guide rail upgrades will be included as well.
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 2C
Municipalities:	Moorestown Township; Mount Laurel Township; Lumberton Township; Mount Holly Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Upadhyay, Arpita	IPD:
Mileposts:	6.55-9.60	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	BFP		8.130								
Fiscal Year Total			8.130								
		Total First Four Years: 8.130				Total Later Fiscal Years:					

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Regional Highway Program

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Burlington

DB# 12307 **Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements**

AQCODE:	2035M	The purpose of this project is to reconfigure the Route 38 and South Church Street/Fellowship Rd. intersection layout, improve congestion, improve safety, and ensure ADA compliance throughout the intersection. In addition the existing S. Church St. Bridge will be replaced and widened, deficiencies in sidewalk, curbs and curb ramps will be addressed. The existing shoulders and auxiliary lanes will be brought into compliance with NJDOT standards.		
CMP:	Minor SOV Capacity	Adding Subcorr(s): 10B		
Municipalities:	Moorestown Township	Planning Center: Town Center		
CIS Program Subcategory:		CIS Program Category: Congestion Relief		
Project Manager:	Upadhyay, Arpita	IPD:		
Mileposts:	7.53-7.59	Sponsor: NJDOT		
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y		
	This project may be suitable for ITS treatments.			

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP				26.250						
ROW	NHPP	9.525									
Fiscal Year Total		9.525			26.250						
		Total First Four Years: 35.775				Total Later Fiscal Years:					

DB# 15321 **Route 70, Bridge over Mount Misery Brook**

AQCODE:	S19	Initiated by the Bridge Management System, this project will replace the bridge, built in 1931.			
CMP:	Not SOV Capacity Adding				
Municipalities:	Pemberton Township	Planning Center: None			
CIS Program Subcategory:		CIS Program Category: Bridge Assets			
Project Manager:	Marcellus, Evens	IPD:			
Mileposts:	30.6	Sponsor: NJDOT			
Improvement Type:	Bridge Repair/Replacement	Mapped: Y			

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP					13.700					
Fiscal Year Total						13.700					
		Total First Four Years:				Total Later Fiscal Years: 13.700					

Burlington

DB#	12380	Route 73, Church Road (CR 616) and Fellowship Road (CR 673)		MRPID: 210
		Intersections		
AQCODE:	2035M	This project will improve operational and safety conditions within the Route 73 corridor. A focus will be placed on improvements at the intersections of Route 73 and Church Road and Route 73 and Fellowship Road. This project will also include a pedestrian overpass, utility relocations, ROW acquisitions, ramp relocations, and road way realignment.		
CMP:	Major SOV Capacity	Adding Subcorr(s): 2C, 13A		
Municipalities:	Mount Laurel Township	Planning Center: Metropolitan Subcenter		
CIS Program Subcategory:		CIS Program Category: Congestion Relief		
Project Manager:	Marcellus, Evens	IPD:		
Mileposts:	26.47 - 27.42	Sponsor: NJDOT		
Improvement Type:	Roadway New Capacity	Mapped: Y		
	This project may be suitable for ITS treatments.			

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	NHPP		20.000								
CON	NHPP								56.500	72.000	
Fiscal Year Total			20.000						56.500	72.000	
		Total First Four Years: 20.000				Total Later Fiscal Years: 128.500					

DB#	18383	Route 73, Granite Avenue to Route 41	NEW
AQCODE:	A1	This project will address improvement of safety, security, mobility, accessibility, and reliability at Route 73, Granite Avenue to Route 41	
CMP:			
Municipalities:	Mount Laurel Township; Maple Shade Township	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Safety Management	
Project Manager:	Colquitt, Willie	IPD:	
Mileposts:	27.86-28.80	Sponsor: NJDOT	
Improvement Type:	Bicycle/Pedestrian Improvement	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-FLEX									11.900	
ROW	STBGP-FLEX				4.500						
DES	STBGP-FLEX			2.300							
PE	STBGP-FLEX	1.600									
Fiscal Year Total		1.600		2.300	4.500					11.900	
		Total First Four Years: 8.400				Total Later Fiscal Years: 11.900					

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Burlington

DB# 12346A Route 130, CR 545 (Farnsworth Avenue)

AQCODE: A2 Initiated from the Office of Bicycle and Pedestrian Programs, this project, a breakout from "Route 130/206, CR 528 (Crosswicks Rd) to Route 206 at Amboy Rd", will address pedestrian and bicycle deficiencies within the project limits.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 6B
Municipalities: Bordertown Township Planning Center: None
CIS Program Subcategory: CIS Program Category: Multimodal Programs
Project Manager: Colquitt, Willie IPD:
Mileposts: 55.46 Sponsor: NJDOT
Improvement Type: Bicycle/Pedestrian Improvement Mapped: Y
This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	NHPP	1.440									
CON	NHPP		11.100								
Fiscal Year Total		1.440	11.100								
		Total First Four Years: 12.540				Total Later Fiscal Years:					

DB# 12346 Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd

AQCODE: A2 Initiated from the Office of Bicycle and Pedestrian Programs, this project will address pedestrian and bicycle deficiencies within the project limits.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 6B
Municipalities: Bordertown Township Planning Center: Town Center
CIS Program Subcategory: CIS Program Category: Multimodal Programs
Project Manager: Colquitt, Willie IPD:
Mileposts: 35.61-36.76; 55.97-56.44 Sponsor: NJDOT
Improvement Type: Bicycle/Pedestrian Improvement Mapped: Y
This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP					6.250					
ROW	NHPP		0.500								
Fiscal Year Total			0.500			6.250					
		Total First Four Years: 0.500				Total Later Fiscal Years: 6.250					

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Burlington

DB# 16335	Route 206, Bridge over Springers Brook		
AQCODE: S19	Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1929.		
CMP:	Not SOV Capacity Adding		
Municipalities:	Shamong Township	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Upadhyay, Arpita	IPD:	
Mileposts:	10.13	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP		2.050								
ROW	NHPP			1.000							
CON	NHPP							14.450			
Fiscal Year Total			2.050	1.000				14.450			
		Total First Four Years: 3.050				Total Later Fiscal Years: 14.450					

DB# 21311	Route 295 and Route 38 Interchange Operational Improvements			MRPID: 172	NEW
AQCODE: 2035M	Significant congestion on Route 38 from Duffy's Drive to Route 295 was observed along with insufficient turning movement queues. Improve Mobility, Accessibility, Reliability, Respect Environment Operate Efficiently and increase Safety and Security.				
CMP:					
Municipalities:	Mount Laurel Township	Planning Center: None			
CIS Program Subcategory:		CIS Program Category: Congestion Relief			
Project Manager:	Kennard, Amy	IPD:			
Mileposts:	9.00 - 9.55	Sponsor: NJDOT			
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y			

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	NHPP	8.000									
ROW	NHPP					5.000					
DES	NHPP			12.000							
CON	NHPP									97.500	145.000
Fiscal Year Total		8.000		12.000		5.000				97.500	145.000
		Total First Four Years: 20.000				Total Later Fiscal Years: 247.500					

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Regional Highway Program

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Burlington

DB#	13319	Rt 73, Dutch Road to Rt 70		MRPID: 209	NEW
AQCODE:	2035M	<div>This project will address congestion and safety issues within the project limits through the widening of Route 73 to three through lanes in each direction, increasing approaches at the intersections of Route 73 and Brick Road and Route 73 and CR 544, and removing the unsignalized Route 73 southbound left turn to Commonwealth Drive. Additional sidewalks will be included in the proposed project to complete the gaps in the existing sidewalk network.</div>			
CMP:	Major SOV Capacity	Adding Subcorr(s): 13A			
Municipalities:	Evesham Township	Planning Center: Metropolitan Subcenter			
CIS Program Subcategory:		CIS Program Category: Congestion Relief			
Project Manager:	Kennard, Amy	IPD:			
Mileposts:	21.95 - 23.9	Sponsor: NJDOT			
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y			
	This project may be suitable for ITS treatments.				

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP									23.840	
PE	NHPP	2.200									
ROW	NHPP					10.700					
DES	NHPP			3.250							
Fiscal Year Total		2.200		3.250		10.700				23.840	
		Total First Four Years: 5.450				Total Later Fiscal Years: 34.540					

DB#	15324	Washington Turnpike, Bridge over West Branch of Wading River
AQCODE:	S19	Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete adjacent bridges, built in 1944.
CMP:	Not SOV Capacity Adding	
Municipalities:	Washington Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Yousoufzai, Wahida	IPD:
Mileposts:	30.893	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y
This project may be suitable for ITS treatments.		

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	BFP-OS-BRDG	0.300									
CON	BFP-OS-BRDG			7.650							
Fiscal Year Total		0.300		7.650							
		Total First Four Years: 7.950				Total Later Fiscal Years:					

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Burlington

Total for Burlington:

30.968	46.003	31.448	33.613	45.397	4.492	18.174	73.880	209.858	151.850
Total First Four Years:		142.032		Total Later Fiscal Years:				503.651	

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Draft Version

Camden

DB# 15423 ADA South, Contract 4

AQCODE: A2 This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame. Locations will include: Rt 30 Grove St to Brand Ave. The following federal appropriation was repurposed to this project: DEMO ID# NJ 050.

CMP: Not SOV Capacity Adding

Municipalities: Barrington Borough; Somerdale Borough; Clementon Borough Planning Center: Town Center

CIS Program Subcategory: CIS Program Category: Multimodal Programs

Project Manager: Farooqi, Wajiha IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-FLEX		8.150								
Fiscal Year Total			8.150								
		Total First Four Years: 8.150				Total Later Fiscal Years:					

DB# D2213 Burnt Mill Road (CR 670) and White Horse Road (CR 673)

NEW-LG

AQCODE: S3 This project will redesign the intersection in a safe and usable manner that will integrate all modes of travel.

CMP:

Municipalities: Voorhees Township Planning Center: None

CIS Program Subcategory: CIS Program Category:

Project Manager: Local Aid IPD:

Mileposts: Sponsor: Camden County

Improvement Type: Intersection/Interchange Improvements Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA		2.158	1.400	1.642						
Fiscal Year Total			2.158	1.400	1.642						
		Total First Four Years: 5.200				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB# D0601 Camden County Bus Purchase

AQCODE: M10

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Camden County by Sen-Han Transit and South Jersey Transportation Authority (SJTA). A variety of trip purposes are served by these special transit providers including employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles.

CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	Local Aid	CIS Program Category: Local System Support
Project Manager:	Buerk, Jesse	IPD:
Mileposts:	N/A	Sponsor: Camden County
Improvement Type:	Transit Improvements	Local Project: Y Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	CMAQ	0.876		0.876		0.876		0.876		0.876	
Fiscal Year Total		0.876		0.876		0.876		0.876		0.876	
		Total First Four Years: 1.752				Total Later Fiscal Years: 2.628					

DB# D2403 Camden County LINK Trail NEW

AQCODE: A2

This project will construct a 12' wide paved, all ages and abilities shared-use path which will act as the centerpiece of the County's eventual 550 mile bicycle and trail network. The LINK will begin at the recently completed Benjamin Franklin Bridge bicycle/pedestrian ramp in the City of Camden, extend through 16 suburban municipalities, and end in the Winslow Wildlife Management Area at the Gloucester County line. The proposed trail, which is intended for both transportation and recreational use, will provide an economic stimulus to Camden County; will connect dense and diverse populations to numerous communities, businesses, employment opportunities, parks and open spaces; and will bisect the urban, suburban, and rural transect of the county.

CMP:		
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:		CIS Program Category:
Project Manager:	Winckowski, James	IPD:
Mileposts:		Sponsor: Camden County
Improvement Type:	Bicycle/Pedestrian Improvement	Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	LOCAL		0.640								
CON	LOCAL		1.900	6.400	1.300						
CON	RAISE		4.300	12.100	2.600						
Fiscal Year Total			6.840	18.500	3.900						
		Total First Four Years: 29.240				Total Later Fiscal Years:					

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Camden

DB# D0410 Camden County Roadway Safety Improvements

AQCODE: S11 This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP:	Not SOV Capacity Adding		
Municipalities:	Various	Planning Center:	None
CIS Program Subcategory:	Local Aid	CIS Program Category:	Local System Support
Project Manager:	Buerk, Jesse	IPD:	
Mileposts:	N/A	Sponsor:	Camden County
Improvement Type:	Roadway Rehabilitation	Local Project:	Y
		Mapped:	N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-PHILA		0.300		0.300		0.300		0.300		0.300
CON	STBGP-PHILA	0.700		0.700		0.700		0.700		0.700	
Fiscal Year Total		0.700	0.300	0.700	0.300	0.700	0.300	0.700	0.300	0.700	0.300
		Total First Four Years: 2.000				Total Later Fiscal Years: 3.000					

DB# D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave

NEW

AQCODE: S10 The project will provide for the reconstruction of roadway, handicap accessible ramps, and traffic calming measures on a very busily traveled County roadway with direct access to NJ 42 and 168. It will also include stormwater management improvements to prevent roadway flooding.

CMP:			
Municipalities:	Runnemede Borough; Gloucester Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Local System Support
Project Manager:	Buerk, Jesse	IPD:	
Mileposts:	2.16 - 3.23	Sponsor:	Camden County
Improvement Type:	Roadway Rehabilitation	Local Project:	Y
		Mapped:	Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA	3.027									
Fiscal Year Total		3.027									
		Total First Four Years: 3.027				Total Later Fiscal Years:					

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Camden

DB#	D2203	CR 551 (Broadway) Elevation, Little Timber Creek to Route 130		NEW
AQCODE:	NRS	This project will address chronic flooding in two locations along CR 551 Broadway and provide safe user access during rain events.		
CMP:				
Municipalities:	Brooklawn Borough	Planning Center: None		
CIS Program Subcategory:		CIS Program Category: Local System Support		
Project Manager:	Buerk, Jesse	IPD:		
Mileposts:		Sponsor: Camden County		
Improvement Type:	Roadway Rehabilitation	Local Project: Y		Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA				2.400						
PE	STBGP-PHILA	0.280									
FD	STBGP-PHILA		0.350								
Fiscal Year Total		0.280	0.350		2.400						
		Total First Four Years: 3.030				Total Later Fiscal Years:					

DB#	D2204	Erial Rd and College Drive Intersection		NEW
AQCODE:	R1	This project consists of improvements to the intersection to reduce the high crash rate at the signalized intersection and allow it to operate in a safe, usable manner for all modes of transportation, including pedestrian and non-motorized modes, by improving traffic flow through the area.		
CMP:				
Municipalities:	Gloucester Township	Planning Center: None		
CIS Program Subcategory:		CIS Program Category: Local System Support		
Project Manager:	Buerk, Jesse	IPD:		
Mileposts:		Sponsor: Camden County		
Improvement Type:	Intersection/Interchange Improvements	Local Project: Y		Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
FD	STBGP-PHILA		0.400								
PE	STBGP-PHILA	0.450									
CON	STBGP-PHILA			2.000	2.300						
Fiscal Year Total		0.450	0.400	2.000	2.300						
		Total First Four Years: 5.150				Total Later Fiscal Years:					

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Draft Version

Camden

DB# D2215 Gateway to Downtown Collingswood (TOP)

AQCODE: A2

Four (4) curb extensions with possible rainwater harvesting features, 3 thermoplastic crosswalks, and a Rectangular Rapid-Flashing Beacon at Collings Avenue at Atlantic, Park, and Lakeview Drive intersection will be installed. These improvements were identified in the Connect 2020 Bicycle and Pedestrian Master Plan and a DVRPC funded Pop-up Demonstration project, "All Aboard Atlantic". An educational component will also be included. The project was selected from the FY23-24 DVRPC Travel Options Program (TOP).

CMP:

Municipalities:	Collingswood Borough	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Local System Support
Project Manager:	Coe, Lauren	IPD:	
Mileposts:		Sponsor:	Collingswood Borough
Improvement Type:	Bicycle/Pedestrian Improvement	Local Project:	Y
		Mapped:	Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	LOCAL	0.054									
CON	STBGP-PHILA	0.218									
Fiscal Year Total		0.272									
		Total First Four Years: 0.272				Total Later Fiscal Years:					

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Draft Version

Camden

DB# D1709 **Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)**

AQCODE: S19 The project will make roadway improvements to Kaighn Ave. (CR 607) from Euclid St. to North Park Dr. (CR 628) and include complete bridge replacement of the Kaighn Ave. Bridge. These improvements will decrease travel time, alleviate flooding, reduce annual maintenance costs and provide for a multi-modal connection to The Circuit, Greater Philadelphia's Regional Trail Network.

Kaighn Avenue is a heavily traveled regionally significant corridor that transects the Parkside Neighborhood of Camden City and is prone to tidal flooding and plagued by road closings during regular rainfall and high tide events. Flooding is the result of a 40 year old hurricane event that breached a nearby earthen dam and subsequently allows the Cooper River to inundate a low lying area of Farnham Park which is directly adjacent to a 1/3 mile stretch of Kaighn Avenue. Road closing events due to flooding number between 15 – 18 times annually. In addition, the vertical alignment of Kaighn Avenue, as a result of topography, plays a role in the continued flooding. Over time high tides and regular rain fall have led to total washout, undermining the road structure and severe ice wedging. Non-motorized transportation challenges include the sidewalk and multiuse trail being in severe disrepair or continually washed out. This trail provides access to Farnham Park and The Circuit connecting users to Philadelphia and the regions trail.

CMP: Not SOV Capacity Adding

Municipalities: Camden City Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: Buerk, Jesse IPD:

Mileposts: 0.12 - 0.5 Sponsor: Camden County

Improvement Type: Bridge Repair/Replacement **Local Project: Y Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA		2.008	1.969	2.690		1.351	1.300			
Fiscal Year Total			2.008	1.969	2.690		1.351	1.300			
		Total First Four Years: 6.667				Total Later Fiscal Years: 2.651					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB# D1914 Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)

AQCODE: 2035M

The extent of parking lanes hampers pedestrian visibility/crossings and the lack of shoulders makes bicycling along the corridor undesirable and unsafe. Project limits are broken out into 3 sections:
Section 1- Pine Street to the north of Mt. Vernon Street is currently one lane in the northbound direction and two lanes in the southbound direction and parking on the east side of the roadway. The preferred alternative will provide one lane in each direction with bicycle lanes on both sides and parking on the east side.
Section 2- Chestnut Street to Decatur Street is currently one lane in each direction with parking on both sides. The preferred alternative will provide one shared lane (with bicycle) and parking on both sides.
Section 3- Dayton Street to Ferry Avenue is currently two lanes in each direction. The preferred alternative will provide one lane in each direction with bicycle lanes on both sides and parking on the east side. The existing roadway width and sidewalk width in Section 3 will be maintained but roadway width will be reduced to increase the sidewalk width, on the easterly side by two feet in Sections 1 and 2.
The alternative will also install curb extensions (bulb-outs) at every corner through the corridor, to improve visibility of pedestrians and reduce pedestrian crossing distances, except where driveways and / or bus stops limit their installation, with ADA compliant ramps. Parking and bicycle lanes would be striped for delineation. 12 additional on-street parking spaces will be created.

CMP: Not SOV Capacity Adding

Municipalities: Camden City

CIS Program Subcategory: Planning Center: None

Project Manager: Buerk, Jesse

Mileposts: CIS Program Category: Safety Management

Improvement Type: Bicycle/Pedestrian Improvement

IPD: Sponsor: Camden County

Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
FD	HSIP	0.738									
CON	STBGP-PHILA		0.760	1.176	0.517	1.540	2.700	3.142			
Fiscal Year Total		0.738	0.760	1.176	0.517	1.540	2.700	3.142			
		Total First Four Years: 3.191				Total Later Fiscal Years: 7.382					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB# D2020 New or Upgraded Traffic Signal Systems at Intersections, Phase 1

AQCODE:

This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to comply with Modern Industry Requirements (MUTCD), improve traffic signal operations, and pedestrian and bicycle improvements.

CMP:

Municipalities: Camden City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: N/A

Sponsor: City of Camden

Improvement Type:

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA		2.476								
Fiscal Year Total			2.476								
		Total First Four Years: 2.476				Total Later Fiscal Years:					

DB# D2021 New or Upgraded Traffic Signal Systems at Intersections, Phase 2

NEW-LG

AQCODE: NRS

This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to upgrade to modern industry requirements, improve traffic signal operations, and pedestrian and bicycle improvements.

CMP:

Municipalities: Camden City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: N/A

Sponsor: City of Camden

Improvement Type: Signal/ITS Improvements

Local Project: Y

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-PHILA	0.200									
CON	STBGP-PHILA			3.014							
Fiscal Year Total		0.200		3.014							
		Total First Four Years: 3.214				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB#	D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3		NEW-LG
AQCODE:	NRS	This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to upgrade to modern industry requirements, improve traffic signal operations, and pedestrian and bicycle improvements.		
CMP:				
Municipalities:	Camden City	Planning Center: None		
CIS Program Subcategory:		CIS Program Category: Local System Support		
Project Manager:	Buerk, Jesse	IPD:		
Mileposts:	N/A	Sponsor: City of Camden		
Improvement Type:	Signal/ITS Improvements	Local Project: Y		Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA			3.194	0.746						
DES	STBGP-PHILA		0.250								
PE	STBGP-PHILA	0.350									
Fiscal Year Total		0.350	0.250	3.194	0.746						
		Total First Four Years: 4.540				Total Later Fiscal Years:					

DB#	15375	Route 30, Cooper Street to Grove Street		MRPID: 419	NEW-G
AQCODE:	S10	Initiated from the Pavement Management System, this project will resurface the pavement within the project limits.			
CMP:	Not SOV Capacity Adding				
Municipalities:	Camden City; Collingswood Borough; Audubon Borough; Haddon Heights Borough		Planning Center: None		
CIS Program Subcategory:			CIS Program Category: Road Assets		
Project Manager:	Carr, Michael		IPD:		
Mileposts:	1.47-7.8		Sponsor: NJDOT		
Improvement Type:	Roadway Rehabilitation			Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP		46.500								
Fiscal Year Total			46.500								
		Total First Four Years: 46.500				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB# 16319

AQCODE: 2035M

Route 30, Gibbsboro Road (CR 686)

Initiated from the Safety Management System, the project will improve traffic safety at the intersection as part of the Intersection Improvement Program(IIP). Widening should address the need for dedicated left-turn lanes, and also address the need to improve the level of service by having two through-lanes that will be unencumbered by left-turning vehicles at the intersection

NEW

CMP:

Minor SOV Capacity

Municipalities:

Clementon Borough; Lindenwold Borough

CIS Program Subcategory:

Planning Center: None

Project Manager:

Colquitt, Willie

Mileposts:

CIS Program Category: Safety Management

Improvement Type:

Intersection/Interchange Improvements

IPD:

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	STBGP-FLEX		2.300								
CON	STBGP-FLEX					6.450					
DES	STBGP-FLEX	1.200									
Fiscal Year Total		1.200	2.300			6.450					
		Total First Four Years: 3.500				Total Later Fiscal Years: 6.450					

DB# 18313

AQCODE: R1

Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)

This project will relocate access to Route 42 ramps further down County Route 753, and provide sufficient lane configurations to accommodate freight movement.

CMP:

Minor SOV Capacity

Municipalities:

Bellmawr Borough

CIS Program Subcategory:

Adding Subcorr(s): 2B

Project Manager:

Maevsky, Andrew

Mileposts:

Planning Center: None

Improvement Type:

CIS Program Category: Congestion Relief

IPD:

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP							8.000			
ROW	NHPP				3.400						
DES	NHPP			0.700							
PE	NHPP	0.400									
Fiscal Year Total		0.400		0.700	3.400			8.000			
		Total First Four Years: 4.500				Total Later Fiscal Years: 8.000					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB# 16342	Route 73 and Ramp G, Bridge over Route 130	MRPID: 302
AQCODE: S19	Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1930 and modified in 1959.	
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 13A
Municipalities:	Pennsauken Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Marcellus, Evens	IPD:
Mileposts:	32.18	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP	3.200									
ROW	BFP		2.000								
CON	NHPP						56.200				
Fiscal Year Total		3.200	2.000				56.200				
		Total First Four Years: 5.200				Total Later Fiscal Years: 56.200					

DB# 11326D	Route 76, Bridge over Klemm Avenue, Conrail and South Branch Newton Creek, Contract 1	
AQCODE:	Klemm Avenue superstructure replacement	
CMP:		
Municipalities:		Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Maevsky, Andrew	IPD:
Mileposts:	1.28	Sponsor: NJDOT
Improvement Type:		Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP	0.602									
Fiscal Year Total		0.602									
		Total First Four Years: 0.602				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB#	11326A	Route 76, Bridges over Route 130	MRPID: 300
AQCODE:	S19	Initiated by the Bridge Management System, this project will replace the bridge deck on the Route 76 over Route 130 Northbound bridge and replace the superstructures of the Ramp to Route 76 Northbound over Route 130 Southbound and the Route 76 over 130 Southbound bridge.	
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 2B, 6L	
Municipalities:	Gloucester City	Planning Center: Town Center	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Maevsky, Andrew	IPD:	
Mileposts:	0.7-1.2	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	BFP			85.000							
Fiscal Year Total				85.000							
		Total First Four Years: 85.000				Total Later Fiscal Years:					

DB#	11326C	Route 76/676 Bridges and Pavement, Contract 3	MRPID: 300
AQCODE:	S19	The project will replace: the bridge decks and superstructure of Route 76/676 over the Main Branch of Newton Creek, and Route 76 over Nicholson Road; the deck and superstructure of Route 76 over the South Branch of Newton Creek, Conrail, & Klemm Avenue; and the deck and superstructure of Route 676 Southbound over the Main Branch of Newton Creek. Some pavement resurfacing of Route 676 to the bridge decks at North Branch of Newton Creek and on Route 76 Southbound will be included. Two bridges; Route 676 Southbound over Main Branch of Newton Creek, and Route 76 over Main Branch of Newton Creek, will be widened. Resurfacing at; Morgan Boulevard Eastbound to the Route 676 Northbound loop ramp, Collings Avenue to Route 676 Northbound, Route 676 Southbound to Collings Avenue Westbound, Route 676 Southbound to Collings Avenue Eastbound, Collings Avenue to Route 676 Southbound, and Route 676 Southbound to Route 76C Eastbound will also be performed. The projects also includes; ADA improvements at the Morgan Boulevard and Route 676 ramp; intersection and traffic signal modifications at the Collings Avenue and Route 676 Northbound ramp intersection, and the Collings Avenue and Route 676 Southbound ramp intersection.	
CMP:			
Municipalities:	Gloucester City; Camden City	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Maevsky, Andrew	IPD:	
Mileposts:	Rt 76: 0.70 - 1.7, Rt 676: 0 - 1.0	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP	92.800									
Fiscal Year Total		92.800									
		Total First Four Years: 92.800				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB# 14426 Route 130, Bridge over Big Timber Creek

AQCODE: Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1928. Improvements will also be made to the approaches, and to the drainage at the site.

CMP: Not SOV Capacity Adding

Municipalities: Brooklawn Borough; Westville Borough Planning Center: None

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Maevsky, Andrew IPD:

Mileposts: 25.35 - 25.58 Sponsor: NJDOT

Improvement Type: Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP	0.222									
Fiscal Year Total		0.222									
		Total First Four Years: 0.222				Total Later Fiscal Years:					

DB# 16340 Route 130, Bridge over Main Branch of Newton Creek

AQCODE: S19 Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1927.

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Upadhyay, Arpita IPD:

Mileposts: 27.835-28.345 Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	BFP	1.200									
UTI	BFP		2.000								
CON	NHPP					38.450					
Fiscal Year Total		1.200	2.000			38.450					
		Total First Four Years: 3.200				Total Later Fiscal Years: 38.450					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB# 10341 Route 168, Merchant Street to Ferry Avenue, Pavement

AQCODE: S10 Identified as a priority need in the Pavement Management System, this project includes various levels of pavement reconstruction and resurfacing within the project limits.

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township; Camden City; Woodlynne Borough Planning Center: None

CIS Program Subcategory: CIS Program Category: Road Assets

Project Manager: Kennard, Amy IPD:

Mileposts: 8.56 - 10.75 Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP	23.300									
Fiscal Year Total		23.300									
		Total First Four Years: 23.300				Total Later Fiscal Years:					

DB# 15396 Route 168, Route 42 to CR 544 (Evesham Road)

AQCODE: S10 Initiated from the Pavement Management System, this project will resurface within the project limits.

CMP: Not SOV Capacity Adding

Municipalities: Washington Township; Gloucester Township; Runnemede Borough Planning Center: None

CIS Program Subcategory: CIS Program Category: Road Assets

Project Manager: Colquitt, Willie IPD:

Mileposts: 0.0-5.41 Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP	10.500									
Fiscal Year Total		10.500									
		Total First Four Years: 10.500				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB# 355E

AQCODE: 2035M

Route 295/42/I-76, Direct Connection, Contract 4

MRPID: 77

This project relieves the existing bottleneck at the interchange by constructing; a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type:

Major SOV Capacity

Bellmawr Borough; Mount Ephraim Borough

Maevsky, Andrew

26.41 - 27.8

Roadway New Capacity

Adding Subcorr(s): 2B

Planning Center: Town Center

CIS Program Category: Congestion Relief

IPD:2

Sponsor: NJDOT

Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHFP-HWY		36.011	30.232							
CON	NHPP				166.858	115.399					
Fiscal Year Total			36.011	30.232	166.858	115.399					
		Total First Four Years:		233.101		Total Later Fiscal Years:		115.399			

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

DB# D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout

AQCODE: R1

Funds would provide for a roundabout at the intersection CR 705 (Sicklerville Road) and CR 706 (Erial Road) in Winslow Township. The location features a three-leg intersection with skewed alignment and is governed by a stop sign on CR 706. The skewed alignment of the intersection leads to crashes because drivers cannot see well around the corner of the intersection. A roundabout will replace the existing problematic intersection geometry with a circle, thereby allowing drivers a clear visual throughout the entire intersection. There are also multiple occurrences of rear end crashes at the stop sign on CR 706 (Erial Rd) where cars wait to turn onto CR 705 (Sicklerville Rd). The roundabout will alleviate this problem since drivers will slow and yield instead of being required to make a full stop. Further, the existing intersection enables drivers on CR 705 to travel at a high rate of speed toward the nearby intersection of CR 705 and CR 536 (Malaga Road). A roundabout at the intersection of CR 706 and CR 705 will force drivers to slow down, resulting in slower speeds through the intersection of CR 705 and CR 536 and greater driver reaction time. DVRPC's 2009 Regional Roundabout Analysis, Phase II identified this intersection as a priority site for investigation into a roundabout conversion.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 3A, 3B
Municipalities:	Winslow Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Safety Management
Project Manager:	Buerk, Jesse	IPD:
Mileposts:		Sponsor: Camden County
Improvement Type:	Intersection/Interchange Improvements	Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	HSIP		0.500								
DES	HSIP	0.259									
CON	STBGP-PHILA	1.018									
Fiscal Year Total		1.277	0.500								
		Total First Four Years: 1.777				Total Later Fiscal Years:					

DB# D2404 White Horse Bridge/PATCO NEW

AQCODE: S19

This project will involve the demolition, reconstruction and widening of a bridge, as well as adding bicycle lanes, pedestrian access and ADA ramps.

CMP:		
Municipalities:	Lindenwold Borough	Planning Center: None
CIS Program Subcategory:		CIS Program Category:
Project Manager:	Local Aid	IPD:
Mileposts:		Sponsor: Camden County
Improvement Type:	Bridge Repair/Replacement	Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA						3.000	4.500	3.000	4.000	
ROW	STBGP-PHILA		0.600								
Fiscal Year Total			0.600				3.000	4.500	3.000	4.000	
		Total First Four Years: 0.600				Total Later Fiscal Years: 14.500					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Camden

Total for Camden:

141.594	113.603	148.761	184.753	163.415	63.551	18.518	3.300	5.576	0.300
Total First Four Years:				588.711		Total Later Fiscal Years:			254.660

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Gloucester

DB# D1906 CR 581 (Commissioners Road), Bridge over Oldman's Creek

AQCODE: S19

The project will address the deficiencies of the existing bridge structure and dam at the County Line Bridge, 8-F-2, Commissioners Road (CR581) over Oldmans Creek, and restore the structural integrity and safety of this important link between Gloucester and Salem Counties in accordance with AASTO, NJDOT and NJDEP Dam Safety Standards. Bicycle and pedestrian access over the bridge will also be provided. Built in 1912, County Bridge 8-F-2 is deemed structurally deficient and functionally obsolete. The bridge is a single span, reinforced concrete arch culvert with fill, 36 feet in length and 23 feet wide. The bridge carries one lane of traffic in each direction, with a curb-to-curb width of 22.5 feet, which is slightly narrower than the roadway approaches. The Preliminary Preferred Alternative (PPA) is Alternative 5: remove the existing spillway, replace existing bridge with a new 30-foot clear span bridge, and regrade the bottom of Algonkin Lake to create a new stream channel; the existing roadway profile will remain unchanged. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Environmental Permits and Clearances

CMP: Not SOV Capacity Adding

Municipalities: South Harrison Township

CIS Program Subcategory: Planning Center: None

Project Manager: CIS Program Category:

Mileposts: IPD:

Improvement Type: Bridge Repair/Replacement

Sponsor: Gloucester County

Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	17-STATE-DVRPC	3.095									
Fiscal Year Total		3.095									
		Total First Four Years: 3.095				Total Later Fiscal Years:					

DB# D2017 CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3) NEW-LG

AQCODE: S19

This project will replace or rehabilitate Cooper Street (County Route 706) Bridge (Structure # 0803K03) over Almonesson Creek/at Almonesson Lake (Bridge 3-K-3). The reinforced concrete single span arch was built circa 1926 and is in need of repair. The bridge is rated functionally obsolete with prior inspection recommending widening under the NJDOT Federal Bridge Inspection Program. The bridge has a low sufficiency rating of 65.7. East of the bridge offers access to a public park.

CMP:

Municipalities: Deptford Township

CIS Program Subcategory: Planning Center: None

Project Manager: Buerk, Jesse

Mileposts: 1.05 - 1.15

Improvement Type: Bridge Repair/Replacement

Sponsor: Gloucester County

Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA				1.690	5.053	2.183				
DES	STBGP-PHILA		0.400								
ROW	STBGP-PHILA		0.100								
Fiscal Year Total			0.500		1.690	5.053	2.183				
		Total First Four Years: 2.190				Total Later Fiscal Years: 7.236					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Gloucester

DB# D9807 Gloucester County Bus Purchase

AQCODE: In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Gloucester County by the Gloucester Division of Transportation Services (DTS). All are independent community transportation services meeting a variety of needs of their residents. Trip purposes served by these community transit providers include employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** None

CIS Program Subcategory: Local Aid **CIS Program Category:** Local System Support

Project Manager: Buerk, Jesse **IPD:**

Mileposts: N/A **Sponsor:** Gloucester County

Improvement Type: This project may be suitable for ITS treatments. **Mapped:** Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	CMAQ	0.162		0.162		0.162		0.162		0.162	
Fiscal Year Total		0.162		0.162		0.162		0.162		0.162	
		Total First Four Years: 0.324				Total Later Fiscal Years: 0.486					

DB# D0401 Gloucester County Roadway Safety Improvements

AQCODE: S11 This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** None

CIS Program Subcategory: Local Aid **CIS Program Category:** Local System Support

Project Manager: Buerk, Jesse **IPD:**

Mileposts: N/A **Sponsor:** Gloucester County

Improvement Type: Roadway Rehabilitation **Local Project:** Y **Mapped:** N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-PHILA		1.000		1.000		1.000		1.000		1.000
Fiscal Year Total		1.000		1.000		1.000		1.000		1.000	
		Total First Four Years:		2.000		Total Later Fiscal Years:				3.000	

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Gloucester

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

AQCODE: S19 This project will address the deficiencies of the existing bridge structure and dam at the Porchtown Road (County Route 613) Bridge over Still Run at Iona Lake (Bridge 10-K-4). The project will also eliminate or reduces the severity of flooding that occurs; incorporate operational, safety, and pedestrian access improvements to the bridge.

CMP:

Municipalities:	Franklin Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	
Project Manager:	Coscia, Jr., John	IPD:	
Mileposts:		Sponsor:	Gloucester County
Improvement Type:	Bridge Repair/Replacement	Local Project:	Y
		Mapped:	Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	17-STATE-DVRPC	0.400									
FD	17-STATE-DVRPC		0.196								
FD	18-STATE-DVRPC		0.304								
CON	18-STATE-DVRPC			3.000							
Fiscal Year Total		0.400	0.500	3.000							
		Total First Four Years: 3.900				Total Later Fiscal Years:					

DB# D2401 Resurfacing and Safety Improvement Berlin-Crosskeys Road (CR 689)

NEW

AQCODE: S10 This project will provide roadway improvements for walking and bicycling, including safety and ADA improvements.

CMP:

Municipalities:	Monroe Township; Washington Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	
Project Manager:	Local Aid	IPD:	
Mileposts:		Sponsor:	Gloucester County
Improvement Type:	Bicycle/Pedestrian Improvement	Local Project:	Y
		Mapped:	Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-PHILA	1.100									
Fiscal Year Total		1.100									
		Total First Four Years: 1.100				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Gloucester

DB# 15302 Route 41 and Deptford Center Road

AQCODE: R1

This project will provide intersection improvements that will increase capacity of left turn movements from Deptford Center Road to Rt. 41 Northbound. The current configuration for this movement is single left turn lane, which has contributed to congestion and delays for left-turn vehicles.

CMP:	Minor SOV Capacity	Adding Subcorr(s): 11A
Municipalities:	Deptford Township	Planning Center: Suburban Center
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	Obidike, Tony	IPD:
Mileposts:	3.19	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements This project may be suitable for ITS treatments.	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	NHPP		1.400								
DES	NHPP	2.000									
CON	NHPP					9.400					
Fiscal Year Total		2.000	1.400			9.400					
		Total First Four Years: 3.400				Total Later Fiscal Years: 9.400					

DB# 18386 Route 44, Barker Avenue to Billingsport Road/Swedesboro (CR 653)

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 6J
Municipalities:	Logan Township; Greenwich Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Patel, Jaimini	IPD:
Mileposts:	0.00-5.03	Sponsor:
Improvement Type:	Roadway Rehabilitation	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP			7.950							
Fiscal Year Total				7.950							
		Total First Four Years: 7.950				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Gloucester

DB# 14348	Route 45, Bridge over Woodbury Creek		
AQCODE: S19	Initiated by the Bridge Management System, the project will replace the structurally deficient and functionally obsolete bridge, built in 1892 and modified in 1953, with a precast concrete Northeast Extreme Tee (NEXT) Beam structure.		
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 11B	
Municipalities:	Woodbury City	Planning Center: Town Center	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Alam, Muhammad	IPD:	
Mileposts:	26.10-26.28	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	BFP		0.520								
CON	NHPP					12.800					
Fiscal Year Total			0.520			12.800					
		Total First Four Years: 0.520				Total Later Fiscal Years: 12.800					

DB# 12305	Route 47, Grove St. to Route 130, Pavement			MRPID: 305
AQCODE: S10	Initiated from the Pavement Management System, this project will resurface, rehabilitate and reconstruct within the project limits. The project will update the ADA requirements, and correct a culvert which causes a flooding condition.			
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 11A		
Municipalities:	Glassboro Borough; Washington Township; Deptford Township	Planning Center: Town Center		
	Westville Borough			
CIS Program Subcategory:		CIS Program Category: Road Assets		
Project Manager:	Maevsky, Andrew	IPD:		
Mileposts:	62.3-74.9	Sponsor: NJDOT		
Improvement Type:	Roadway Rehabilitation	Mapped: Y		

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP	66.500									
Fiscal Year Total		66.500									
		Total First Four Years: 66.500				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Gloucester

DB# 12306	Route 42, Kennedy Ave. to Atlantic City Expressway		
AQCODE:	Initiated from the Pavement Management System, this project will resurface, rehabilitate and reconstruct within the project limits. ADA compliance improvements will be included.		
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 3A	
Municipalities:	Washington Township	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Road Assets	
Project Manager:	Ezeuka, Paul	IPD:	
Mileposts:	3.4-6.6; 3.4-6.1	Sponsor: NJDOT	
Improvement Type:			Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP	14.500									
Fiscal Year Total		14.500									
		Total First Four Years: 14.500				Total Later Fiscal Years:					

Total for Gloucester:											
		84.262	3.420	8.112	2.690	27.415	3.183	0.162	1.000	0.162	1.000
		Total First Four Years: 98.484				Total Later Fiscal Years: 32.922					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Mercer

DB#	D2023	Circulation Improvements Around Trenton Transit Center		MRPID: 308	NEW-LG
AQCODE:	2035M	The project includes road diets and intersection channelization in the vicinity of the Trenton Transportation Center to improve mobility for bicyclists and pedestrians. The project will realign US-1 on-ramps and close the Chestnut Avenue Bridge to vehicular traffic.			
CMP:					
Municipalities:	Trenton City		Planning Center: None		
CIS Program Subcategory:			CIS Program Category: Multimodal Programs		
Project Manager:	Buerk, Jesse		IPD:		
Mileposts:	N/A		Sponsor: Mercer County		
Improvement Type:	Bicycle/Pedestrian Improvement		Local Project: Y		Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-TRENTON	0.300									
CON	STBGP-TRENTON					2.943	0.185	2.758			
FD	STBGP-TRENTON			0.600							
Fiscal Year Total		0.300		0.600		2.943	0.185	2.758			
		Total First Four Years: 0.900				Total Later Fiscal Years: 5.886					

DB#	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave		NEW-LG
AQCODE:	R1	<div>Improvements will enhance safety, traffic operations and mobility for all users of the N. Olden Avenue corridor including motorists, pedestrians, bicyclists, and transit users. Per the preliminary preferred alternative (PPA) 2A, improvements will include: 11' travel lanes; 5' bike lane with 2' buffer, and 6-7' sidewalk along Olden Ave between Pennington Rd and Princeton Ave; an 8' wide curbed center median; a total of (4) roundabouts at Parkside Ave, Prospect Ave, Arctic Pkwy, and Capitol Plaza; two (2) proposed HAWK signals; restriping of the New York Ave intersection approach to provide 2 WB throughlanes; installation of Rapid Rectangular Flashing Beacons at unsignalized intersections in the City of Trenton; the restriping of Brunswick Ave EB and WB approaches to include left-turn lanes; connection to future Calhoun Street Extension at the Capitol Plaza roundabout; and high-visibility crosswalks. This project graduated from the DVRPC Local Concept Development Program.</div>		
CMP:				
Municipalities:	Ewing Township; Trenton City		Planning Center: None	
CIS Program Subcategory:			CIS Program Category: Local System Support	
Project Manager:	Buerk, Jesse		IPD:	
Mileposts:	3.73 - 5.56		Sponsor: Mercer County	
Improvement Type:	Roadway New Capacity		Local Project: Y	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STBGP-TRENTON	2.000									
CON	STBGP-TRENTON				3.054	1.042	1.000	2.741	5.215	6.034	6.154
Fiscal Year Total		2.000			3.054	1.042	1.000	2.741	5.215	6.034	6.154
		Total First Four Years: 5.054				Total Later Fiscal Years: 22.186					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Mercer

DB# 99334 Duck Island Landfill, Site Remediation

AQCODE: S2

The NJDOT completed construction that properly sealed the site of the landfill in 2001. NJ Department of Environmental Protection requires continued monitoring of the site due to contamination levels at the landfill. This monitoring requirement is typical for a landfill with contamination.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 1A
Municipalities:	Hamilton Township	Planning Center: None
CIS Program Subcategory:	Quality of Life	CIS Program Category: Road Assets
Project Manager:	Yovankin, Meghan	IPD:3
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Other	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
		Total First Four Years: 0.400				Total Later Fiscal Years: 0.600					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Mercer

DB# D1710

Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek

MRPID: 304

AQCODE: S19

Project will replace the Lincoln Avenue Bridge over Amtrak Northeast Corridor (NEC) rail line, an inactive rail yard, and Assunpink Creek. Proposed Improvements include the following listed:

1. Complete replacement of the structure to extend the life of the bridge, correct deficiencies, and meet current design requirements;
2. The structure will be replaced with steel multi-girders (structure depth of 51" and maximum girder spacing of 7");
3. The vertical profile and pier locations will be revised to provide the required horizontal and vertical clearance over the railroad tracks;
4. Standard 12-foot wide lanes, 8-foot wide shoulders, which can be used by bicyclists and as a standard bicycle lane, and 6-foot wide sidewalks for pedestrians on structure;
5. Architectural treatments, such as stone facing, veneer or form liners; galvanized and powder coated steel; aesthetic parapet or railing treatments; colored concrete; decorative lighting; etc. are also being considered.

No roadway widening is proposed. Easement agreements will be required for work that is performed outside of the existing right-of-way, such as grading and sidewalk repairs necessary to meet ADA compliance. Lincoln Avenue serves as an important connector across the aforementioned physical barriers and is the first crossing outside of the central business district of Trenton City. The structure, which was built in 1931 and reconstructed in 1965, was rated 'serious', or 3 on a 0 to 9 scale, with 9 being excellent condition and 0 being failed condition/closed facility. Despite its rating of 3, the bridge is still safe for travel. The rating is primarily due to the condition of the superstructure, which suffers from severely rusted steel throughout and large areas of spalled and delaminated concrete on the deck. The County performed short-term fixes on the structure including lighting, deck repairs and an asphalt overlay until the structure could be replaced. The fund type 'OTHER-DVRPC' reflects a commitment by Mercer County of Local County Aid, Local Aid State Infrastructure Bank, and/or Mercer County general funds to the project.

CMP:	Not SOV Capacity Adding		
Municipalities:	Trenton City	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Local System Support
Project Manager:	Buerk, Jesse	IPD:	
Mileposts:	0.0-0.12	Sponsor:	Mercer County
Improvement Type:	Bridge Repair/Replacement	Local Project:	Y
		Mapped:	Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	OTHER		16.400	16.400	8.200						
Fiscal Year Total			16.400	16.400	8.200						
		Total First Four Years: 41.000				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Mercer

DB# D1011 Mercer County Bus Purchase

AQCODE: M10 This program will provide for the purchase of buses and bus equipment for transportation services programs in Mercer County.

CMP:	Not SOV Capacity Adding		Planning Center:	None	
Municipalities:	Various		CIS Program Category:	Local System Support	
CIS Program Subcategory:			IPD:		
Project Manager:	Buerk, Jesse		Sponsor:	Mercer County	
Mileposts:	0		Local Project:	Y	
Improvement Type:	Transit Improvements		Mapped:	Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	CMAQ	0.842		0.664		0.842		0.842		0.842	
Fiscal Year Total		0.842		0.664		0.842		0.842		0.842	
		Total First Four Years: 1.506				Total Later Fiscal Years: 2.526					

DB# D0412 Mercer County Roadway Safety Improvements

AQCODE: S11 This program will provide for the installation of safety improvements including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP:	Not SOV Capacity Adding		Planning Center:	None	
Municipalities:	Various		CIS Program Category:	Local System Support	
CIS Program Subcategory:	Local Aid		IPD:		
Project Manager:	Buerk, Jesse		Sponsor:	Mercer County	
Mileposts:	N/A		Local Project:	Y	
Improvement Type:	Roadway Rehabilitation		Mapped:	N	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PE	STBGP-TRENTON	0.200		0.300		0.300		0.300			
CON	STBGP-TRENTON		0.600		0.700		0.700		0.700		
Fiscal Year Total		0.200	0.600	0.300	0.700	0.300	0.700	0.300	0.700		
		Total First Four Years: 1.800				Total Later Fiscal Years: 2.000					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Mercer

DB# 17412 North Olden Avenue (CR 622), Bridge over Amtrak

AQCODE: S19 Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1923.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 4A, 9A
Municipalities: Trenton City Planning Center: None
CIS Program Subcategory: CIS Program Category: Bridge Assets
Project Manager: Obidike, Tony IPD:
Mileposts: 3.07-3.11 Sponsor: NJDOT
Improvement Type: Bridge Repair/Replacement Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP			1.900							
CON	NHPP								24.200		
ROW	NHPP				1.500						
Fiscal Year Total				1.900	1.500				24.200		
		Total First Four Years: 3.400				Total Later Fiscal Years: 24.200					

DB# D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)

AQCODE: 2035M The project's primary goals include: reduce the frequency and severity of crashes within the project corridor; improve mobility and accessibility for bicyclists and pedestrians; and upgrade the corridor to comply with NJDOT, Mercer County, and municipal Complete Streets Policy. In November 2015, the CR 634 (Parkway Avenue) corridor from CR 611 (Scotch Road) to NJ 31 (Pennington Road) was identified as the top candidate in the NJDOT-led Regional Road Diet Pilot Program and as DVRPC's top candidate to advance to Concept Development. The proposed Preliminary Preferred Alternative (PPA) from the 2019 HSIP funded Concept Development study includes elements such as a 3-lane road diet throughout the corridor with TWLTL and bicycle lanes from Scotch Road to Parkside and 2-lane section with bike lanes from Parkside to Olden Avenue; retrofit signalized intersections where possible to accommodate new intersection approaches; and converting five (5) existing signalized intersections at Scotch Road, Lower Ferry Road, Farrell Avenue, Olden Avenue, and Pennington Road to modern roundabouts. Project will also consider improvements for intersections, substandard design elements, ADA compliancy, drainage, and signal upgrades.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 8A
Municipalities: Ewing Township Planning Center: None
CIS Program Subcategory: CIS Program Category: Local System Support
Project Manager: Buerk, Jesse IPD:
Mileposts: 2.2-4.4 Sponsor: Mercer County
Improvement Type: Intersection/Interchange Improvements Local Project: Y Mapped: Y
This project contains ITS elements.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	HSIP		3.000	3.000	0.956						
Fiscal Year Total			3.000	3.000	0.956						
		Total First Four Years: 6.956				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Mercer

DB# 18305 Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)

AQCODE: S19

Initiated from the Bridge Management System, this project will rehabilitate the structurally deficient bridge, built in 1913.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8A

Municipalities: Trenton City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Marcellus, Evens

IPD:

Mileposts: 0.18

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	BFP			1.750							
ROW	NHPP				0.500						
CON	NHPP							7.100			
Fiscal Year Total				1.750	0.500			7.100			
		Total First Four Years: 2.250				Total Later Fiscal Years: 7.100					

DB# 17419 Route 1, Alexander Road to Mapleton Road

MRPID: 84

AQCODE: 2035M

Improvements will help relieve congestion at Route 1 from the "Dinky" railroad bridge to approximately Plainsboro Road by increasing the number of travel lanes from 3 to 4 lanes per direction on Route 1; provide shoulders, deceleration lanes, acceleration lanes, and turn lanes along the corridor for turning vehicles; widen Washington Road at Route 1 to relocate the merge of the 2-lane circle into a single Washington Road lane out of the intersection; increase the Route 1 southbound to Fisher Place jughandle turn; modify existing 3-phase signal at Route 1 and Harrison St. intersection to a 2-phase signal; and provide a Route 1 cross section with 4 lanes per direction at the Millstone River Bridge. This project in West Windsor (Mercer County) and Plainsboro (Middlesex County) is a derivative of the former Rt. 1/CR 571 Penns Neck project (DB #031). The magnitude and scope of work for the Rt. 1 Alexander Rd to Mapleton Rd project is greatly reduced from the Penns Neck project (\$150 M vs. \$35 M).

CMP: Minor SOV Capacity

Adding Subcorr(s): 4C, 14A

Municipalities: West Windsor Township

Planning Center: Metropolitan Subcenter

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Carr, Michael

IPD:

Mileposts: 10.8 - 12.07

Sponsor: NJDOT

Improvement Type: Roadway New Capacity
This project contains ITS elements.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	NHPP			5.830							
DES	NHPP	1.419									
CON	NHPP								12.095		
Fiscal Year Total		1.419		5.830					12.095		
		Total First Four Years: 7.249				Total Later Fiscal Years: 12.095					

DVRPC FY2024 TIP for New Jersey

Regional Highway Program

Draft Version

Mercer

DB# 16336 Route 1B, Bridge over Shabakunk Creek

AQCODE: S19 Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1928.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 4B
Municipalities: Lawrence Township Planning Center: Metropolitan Subcenter
CIS Program Subcategory: CIS Program Category: Bridge Assets
Project Manager: Obidike, Tony IPD:
Mileposts: 1.51 Sponsor: NJDOT
Improvement Type: Bridge Repair/Replacement Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	BFP	0.500									
CON	NHPP				16.600						
Fiscal Year Total		0.500			16.600						
		Total First Four Years: 17.100				Total Later Fiscal Years:					

DB# 07319B Route 29, Cass Street to Calhoun Street, Drainage

AQCODE: This project is a breakout of Route 29, Drainage Improvements (DB# 07319). Flooding and drainage problems have been reported along Route 29 in the southern section of the original parent project. Based on available information, it is perceived that storm sewer systems and the Delaware River are primary causes of the flooding. Approximately 14 Tideflex valves and a flood wall extension of about 200 feet in length would address flooding by preventing the Delaware River from backing up into the existing storm sewer pipe systems within the Route 29 right-of-way. With these improvements, various locations of the roadway will be protected from events ranging between the 15 and 50-year floods in the river's main channel.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 8A
Municipalities: Trenton City Planning Center: Metropolitan Subcenter
CIS Program Subcategory: CIS Program Category: Road Assets
Project Manager: Locke, Donald IPD:
Mileposts: 2.94 - 4.34 Sponsor: NJDOT
Improvement Type: Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	NHPP	0.050									
Fiscal Year Total		0.050									
		Total First Four Years: 0.050				Total Later Fiscal Years:					

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Mercer

DB# 15317		Route 64, Bridge over Amtrak	
AQCODE:	S19	Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.	
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4C, 14A	
Municipalities:	West Windsor Township	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Kasbekar, Mike	IPD:	
Mileposts:	0.12	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	NHPP				3.000						
DES	NHPP			4.200							
CON	NHPP									31.300	
Fiscal Year Total				4.200	3.000					31.300	
		Total First Four Years: 7.200				Total Later Fiscal Years: 31.300					

DB# 16339		Route 130, Bridge over Millstone River		NEW	
AQCODE: S19		Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1936.			
CMP:					
Municipalities:		East Windsor Township		Planning Center: None	
CIS Program Subcategory:				CIS Program Category: Bridge Assets	
Project Manager:		Carr, Michael		IPD:	
Mileposts:		70.04		Sponsor: NJDOT	
Improvement Type:		Bridge Repair/Replacement		Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	BFP		0.125								
CON	NHPP					6.575					
Fiscal Year Total			0.125			6.575					
		Total First Four Years: 0.125				Total Later Fiscal Years: 6.575					

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DB#	15301	Route 206, Hilltop Drive	NEW
AQCODE:	X9	Initiated from the Drainage Management System, this study will explore drainage improvements within the project limits.	
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4F	
Municipalities:	Princeton Borough	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Road Assets	
Project Manager:	Colquitt, Willie	IPD:	
Mileposts:	55.7	Sponsor: NJDOT	
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	NHPP				1.000						
CON	NHPP								1.950		
PE	NHPP	1.000									
DES	NHPP			1.400							
Fiscal Year Total		1.000		1.400	1.000				1.950		
		Total First Four Years: 3.400				Total Later Fiscal Years: 1.950					

DB#	L064	Route 206, South Broad Street Bridge over Assunpink Creek
AQCODE:	S19	Initiated by the Bridge Management System, this project will rehabilitate the structurally deficient and functionally obsolete bridge, built in 1843.
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 8A
Municipalities:	Trenton City	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Local System Support
Project Manager:	Buerk, Jesse	IPD:7
Mileposts:	42.70	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STBGP-TRENTON		4.006	4.458	1.711	1.289	3.801				
Fiscal Year Total			4.006	4.458	1.711	1.289	3.801				
		Total First Four Years: 10.175				Total Later Fiscal Years: 5.090					

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DB#	18353	Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)		MRPID: 320	NEW
AQCODE:	2035M	Initiated by the Congestion Management System, this project will address capacity and operational improvements within the project limits.			
CMP:	Major SOV Capacity	Adding Subcorr(s): 4B			
Municipalities:	Lawrence Township; Hamilton Township	Planning Center: None			
CIS Program Subcategory:		CIS Program Category: Congestion Relief			
Project Manager:	Marcellus, Evens	IPD:			
Mileposts:	65.41-68.44	Sponsor: NJDOT			
Improvement Type:	Roadway Rehabilitation	Mapped: Y			
	This project contains ITS elements.				

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
CON	CMAQ							28.603	33.851	34.132	30.413	
DES	CMAQ				8.800							
ROW	CMAQ					15.000						
PE	CMAQ		7.000									
Fiscal Year Total			7.000		8.800	15.000		28.603	33.851	34.132	30.413	
		Total First Four Years:				15.800		Total Later Fiscal Years:				142.000

DB#	99362	Trenton Amtrak Bridges
AQCODE:	S19	The three Orphan Bridges carrying Chestnut Avenue, East State and Monmouth Streets over Amtrak are in poor condition. All of the bridges are structurally deficient and functionally obsolete. The bridges and approach roadways include a variety of substandard design elements, including substandard vertical and horizontal clearances, intersection sight distances and unprotected bridge girders. The City of Trenton supports the current two bridge option, which replaces East State Street and Monmouth Street Bridges. Chestnut Avenue Bridge will be removed/demolished. The two bridges will be replaced with single-span, ABC (Accelerated Bridge Construction) systems. Retaining walls are included in the project to minimize impacts to properties. Catenaries will be removed from the existing bridges and up to six new catenary structures will be constructed to re-profile the electric traction facilities.
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 9A
Municipalities:	Trenton City	Planning Center: None
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Bridge Assets
Project Manager:	Kasbekar, Mike	IPD:8
Mileposts:	CR 635: 0.19-0.31	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	BFP			67.457							
Fiscal Year Total		67.457									
		Total First Four Years:		67.457		Total Later Fiscal Years:					

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Mercer

Total for Mercer:

6.411	31.231	108.059	46.121	28.091	5.786	42.444	78.111	72.408	36.667
Total First Four Years:			191.822	Total Later Fiscal Years:			263.508		

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Various

DB#	D2305	DVRPC Carbon Reduction Program		NEW
AQCODE:	NRS	<div>This new federal-aid funding category established under the IIJA/BIL provides for projects that will reduce transportation emissions, as well as the development of carbon reduction strategies. A carbon reduction strategy is required to identify projects and strategies to support the reduction of transportation emissions. NJDOT's Statewide Carbon Reduction Strategy is due to the federal government by the middle of November 2023. DVRPC is also be pursuing the creation of a regional Carbon Reduction Strategy in the FY24 UPWP.</div>		
CMP:				
Municipalities:			Planning Center: None	
CIS Program Subcategory:			CIS Program Category: Local System Support	
Project Manager:	Buerk, Jesse		IPD:	
Mileposts:			Sponsor: DVRPC	
Improvement Type:	Other		Local Project: Y	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CR-PHILA	2.628	2.680	2.734	2.789	2.844	2.901	2.959	3.019	3.079	3.141
ERC	CR-TRENTON	0.677	0.691	0.705	0.719	0.733	0.748	0.763	0.778	0.794	0.810
Fiscal Year Total		3.305	3.371	3.439	3.508	3.578	3.649	3.722	3.797	3.873	3.950
		Total First Four Years: 13.623				Total Later Fiscal Years: 22.569					

DB# D026		DVRPC, Future Projects	
AQCODE:	X3	This program provides funding for local projects to be selected by the Delaware Valley Regional Planning Commission, the designated Metropolitan Planning Organization for Burlington, Gloucester, Mercer and Camden counties.	
CMP:	Not SOV Capacity Adding		
Municipalities:	Various	Planning Center: None	
CIS Program Subcategory:	Local Aid	CIS Program Category: Local System Support	
Project Manager:	Buerk, Jesse	IPD:	
Mileposts:	N/A	Sponsor: DVRPC	
Improvement Type:	Other	Local Project: Y	Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STBGP-PHILA	0.442	0.000	0.000	0.000	0.000	1.220	4.624	9.416	11.006	12.174
ERC	STBGP-TRENTON	2.650	0.000								0.000
Fiscal Year Total		3.092	0.000	0.000	0.000	0.000	1.220	4.624	9.416	11.006	12.174
		Total First Four Years:			3.092	Total Later Fiscal Years:			38.440		

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Various

DB# 10347 Local Aid Consultant Services

AQCODE: NRS

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

CMP:	Not SOV Capacity Adding		Planning Center:	None	
Municipalities:	Various		CIS Program Category:	Local System Support	
CIS Program Subcategory:			IPD:		
Project Manager:	Seaman, Julie		Sponsor:	NJDOT	
Mileposts:	N/A		Local Project:	Y	
Improvement Type:	Other		Mapped:	Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-PHILA		0.200		0.200		0.200		0.200		0.200
Fiscal Year Total			0.200		0.200		0.200		0.200		0.200
		Total First Four Years: 0.400				Total Later Fiscal Years: 0.600					

DB# X065 Local CMAQ Initiatives

AQCODE: X3

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

CMP:	Not SOV Capacity Adding		Planning Center:	None	
Municipalities:	Various		CIS Program Category:	Congestion Relief	
CIS Program Subcategory:	Quality of Life		IPD:		
Project Manager:	DeRose, Jamie		Sponsor:	Local Lead	
Mileposts:	N/A		Local Project:	Y	
Improvement Type:	Other		Mapped:	N	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	CMAQ	1.490	1.542	1.940	1.610	1.762	1.610	1.686	1.610	2.086	2.486
Fiscal Year Total		1.490	1.542	1.940	1.610	1.762	1.610	1.686	1.610	2.086	2.486
		Total First Four Years: 6.583				Total Later Fiscal Years: 11.240					

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Various

DB# 06326		Local Concept Development Support	
AQCODE:	X1	This program provides NJDOT project management and environmental support to local governments.	
CMP:	Not SOV Capacity Adding		
Municipalities:	Various	Planning Center: None	
CIS Program Subcategory:	Local Aid	CIS Program Category: Local System Support	
Project Manager:	Joshi, Sudhir	IPD:	
Mileposts:	N/A	Sponsor: NJDOT	
Improvement Type:	Other	Local Project: Y	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	STBGP-PHILA	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700		
Fiscal Year Total		0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700		
		Total First Four Years: 2.800				Total Later Fiscal Years: 2.800					

DB#	X41C1	Local County Aid, DVRPC		
AQCODE:	X12	This program provides funds allocated to the counties within the DVRPC MPO area for transportation improvements under the NJ Transportation Trust Fund Act.		
CMP:	Not SOV Capacity Adding			
Municipalities:	Various		Planning Center: None	
CIS Program Subcategory:	Local Aid		CIS Program Category: Local System Support	
Project Manager:	Bruccoleri, Dave		IPD:	
Mileposts:	N/A		Sponsor: Local Lead	
Improvement Type:	Local County & Municipal Aid		Mapped: N	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	32.421	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000
Fiscal Year Total		32.421	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000
		Total First Four Years: 122.421				Total Later Fiscal Years: 180.000					

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Various

DB# X98C1 Local Municipal Aid, DVRPC

AQCODE: X12 This program provides funds allocated to municipalities in the DVRPC area for transportation improvements under the NJ Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Bruccoleri, Dave IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Local County & Municipal Aid Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	29.028	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000
Fiscal Year Total		29.028	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000
		Total First Four Years: 113.028				Total Later Fiscal Years: 168.000					

DB# 04314 Local Safety/ High Risk Rural Roads Program

AQCODE: S6 The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Seaman, Julie IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Intersection/Interchange Improvements Local Project: Y Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	HSIP	2.003			1.544	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		2.003			1.544	3.000	3.000	3.000	3.000	3.000	3.000
		Total First Four Years: 3.547				Total Later Fiscal Years: 18.000					

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Various

DB# X30A Metropolitan Planning

AQCODE: X1 NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** None

CIS Program Subcategory: Local Aid **CIS Program Category:** Local System Support

Project Manager: Clark, Andrew **IPD:**

Mileposts: N/A **Sponsor:** MPO

Improvement Type: Other **Local Project:** Y **Mapped:** N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	PL	3.081	3.143	3.205	3.270	3.335	3.402	3.470	3.539	3.610	3.682
PLS	PL-FTA	1.322	1.350	1.384	1.411	1.439	1.466	1.494	1.521	1.549	1.576
PLS	STBGP-PHILA	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700
Fiscal Year Total		6.103	6.192	6.290	6.381	6.474	6.568	6.663	6.760	6.858	6.958
		Total First Four Years: 24.966				Total Later Fiscal Years: 40.282					

DB# D0407 Ozone Action Program in New Jersey

AQCODE: A1 Through use of public service announcements, promotional items and events, Ozone Action strives to improve the region's air quality by encouraging the use of mobility alternatives that will reduce congestion, warning individuals in advance of "Ozone Action Days," and public education about ozone and actions that will reduce contributions to regional emissions.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** None

CIS Program Subcategory: Quality of Life **CIS Program Category:** Congestion Relief

Project Manager: Buerk, Jesse **IPD:**

Mileposts: N/A **Sponsor:** DVRPC

Improvement Type: Other **Local Project:** Y **Mapped:** N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	CMAQ	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040
Fiscal Year Total		0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040
		Total First Four Years: 0.160				Total Later Fiscal Years: 0.240					

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Various

DB# X51 Pavement Preservation

AQCODE: S10

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type:

Not SOV Capacity Adding

Roadway Preservation

Blight, Robert

N/A

Roadway Rehabilitation

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	30.000	35.000	35.000	3.500	3.500	3.500	3.500	3.500	3.500	3.500
ERC	STBGP-FLEX	6.000	10.000	10.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		36.000	45.000	45.000	4.500	4.500	4.500	4.500	4.500	4.500	4.500
		Total First Four Years: 130.500				Total Later Fiscal Years: 27.000					

DB# X35A1 Rail-Highway Grade Crossing Program, Federal

AQCODE: S1

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type:

Not SOV Capacity Adding

Various

Safety

Spiritosanto, Gregory

N/A

Intersection/Interchange Improvements

This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	RHC	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903
Fiscal Year Total		0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903
		Total First Four Years: 3.610				Total Later Fiscal Years: 5.415					

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Various

DB# D2005 Regional Transportation Demand Management (TDM) Program

AQCODE: A1 This program supports the implementation of a new regional Transportation Demand Management (TDM) Program, with strategic planning and coordination tasks funded separately. This program's purview includes traditional TDM activities with demonstrated single-occupant vehicle (SOV) trip reduction benefit, as well as pilots for new TDM projects and tools to manage demand and create and cultivate new mobility opportunities for residents and workers. DVRPC will also manage several new TDM-specific efforts, as appropriate, which may involve the cooperation of and coordination with current and other potential partners to implement.

CMP: Various Planning Center: None
CIS Program Subcategory: CIS Program Category: Local System Support
Project Manager: Buerk, Jesse IPD:
Mileposts: N/A Sponsor: DVRPC
Improvement Type: Other Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	CMAQ	0.100		0.100	0.000	0.100	0.000	0.100	0.000	0.000	0.000
PLS	LOCAL	0.046		0.100		0.100		0.100			
PLS	STBGP-PHILA	0.132	0.050	0.350	0.050	0.350	0.050	0.350	0.050		
Fiscal Year Total		0.278	0.050	0.550	0.050	0.550	0.050	0.550	0.050	0.000	0.000
		Total First Four Years: 0.928				Total Later Fiscal Years: 1.200					

DB# X107 Transportation Alternatives Program

AQCODE: X12 This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding Planning Center: None
Municipalities: CIS Program Category: Local System Support
CIS Program Subcategory: Quality of Life
Project Manager: Seaman, Julie IPD:
Mileposts: N/A Sponsor: NJDOT
Improvement Type: Streetscape Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	TA-PHILA	2.514	2.568	2.623	2.678	2.735	2.793	2.852	2.912	2.974	3.036
ERC	TA-TRENTON	0.648	0.662	0.676	0.690	0.705	0.720	0.735	0.751	0.767	0.783
Fiscal Year Total		3.163	3.230	3.299	3.369	3.440	3.513	3.587	3.663	3.740	3.819
		Total First Four Years: 13.060				Total Later Fiscal Years: 21.762					

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Various

DB# D0204 Transportation and Community Development Initiative (TCDI) DVRPC

AQCODE: X3

The Transportation and Community Development Initiative is a proposed DVRPC funding program targeted to those communities most in need of revitalization assistance. The program would serve to support local planning, design, feasibility studies or other analyses that increase the demand or improve the market for redevelopment and improve the efficiency or enhance the regional transportation network. The fundamental idea is to support early-stage project ideas which are not otherwise eligible for funding through other sources. This program is a component of the DVRPC Work Program.

CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	Local Aid	CIS Program Category: Local System Support
Project Manager:	Buerk, Jesse	IPD:
Mileposts:	N/A	Sponsor: DVRPC
Improvement Type:	Other	Local Project: Y Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-PHILA	0.155	0.755	0.155	0.755	0.155	0.755	0.155	0.755		
Fiscal Year Total		0.155	0.755	0.155	0.755	0.155	0.755	0.155	0.755		
		Total First Four Years: 1.820				Total Later Fiscal Years: 1.820					

DB# 11383 Transportation Management Associations

AQCODE: A1

This program will provide annual funding to the following Transportation Management Associations (TMAs): Cross County Connection, EZ Ride, goHunterdon, Greater Mercer TMA, Hudson TMA, Keep Middlesex Moving, RideWise, and TransOptions.

CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	Buerk, Jesse	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Other	Local Project: Y Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-PHILA	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
		Total First Four Years: 8.000				Total Later Fiscal Years: 12.000					

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Regional Highway Program

Draft Version

Various

Total for Various:

120.977	122.279	122.610	83.855	85.397	87.004	90.426	95.689	96.006	98.030
Total First Four Years:			449.722	Total Later Fiscal Years:			552.552		

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8.2 DVRPC Regional Transit Projects: NJ TRANSIT



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DVRPC FY2024 TIP for New Jersey

Regional Transit Program

Draft Version

NJ TRANSIT

DB# T143 ADA--Platforms/Stations

AQCODE: M8

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.

CMP:Not SOV Capacity Adding

Municipalities:Various

CIS Program Subcategory:System Preservation

Project Manager:

Mileposts:

Improvement Type:Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
Fiscal Year Total		0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
		Total First Four Years: 0.460				Total Later Fiscal Years: 0.690					

DB# T05 Bridge and Tunnel Rehabilitation

AQCODE: M9

This program funds the design, repair, rehabilitation, replacement, painting, and inspection of tunnels and bridges. The program funds other work related to the movable bridge program, drawbridge power program, and right-of-way improvements necessary to maintain a State of Good Repair (SOGR) for culverts, bridges, and tunnels.

CMP:Not SOV Capacity Adding

Municipalities:Various

CIS Program Subcategory:System Preservation

Project Manager:

Mileposts:

Improvement Type:Transit Improvements

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970
Fiscal Year Total		0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970
		Total First Four Years: 3.882				Total Later Fiscal Years: 5.822					

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Regional Transit Program

Draft Version

NJ TRANSIT

DB# T111 Bus Acquisition Program

AQCODE: M10

The Buses and Bus Facilities Section 5339 program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Pay-as-you-go funding is provided for over 2,300 buses replacements including but not limited to cruiser buses, NABI buses, and articulated buses.
Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

This project may be suitable for ITS treatments.

Unobligated Prior Year Funding												
Year	Fund	Cost										
2016	SECT 5339	\$0.000										
2017	SECT 5339	\$0.000										
2019	SECT 5339	\$0.000										
		\$0.000										
			TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	SECT 5339		4.457	4.549	4.644	4.785	4.929	5.078	5.232	5.390	5.552	5.720
CAP	STATE		36.110	36.110	36.110	36.110	38.476	38.476	38.476	38.476	38.476	38.476
Fiscal Year Total			40.567	40.659	40.754	40.895	43.405	43.554	43.707	43.865	44.028	44.195
			Total First Four Years: 162.875				Total Later Fiscal Years: 262.755					

DB# T06 Bus Passenger Facilities/Park and Ride

AQCODE: M7

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

This project may be suitable for ITS treatments.

			TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE		0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184
Fiscal Year Total			0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184
			Total First Four Years: 0.736				Total Later Fiscal Years: 1.104					

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Regional Transit Program

Draft Version

NJ TRANSIT

DB# T08 Bus Support Facilities and Equipment

AQCODE: M4

The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction Section of the STIP.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding												
Year	Fund	Cost										
2021	SECT 5307	\$0.000										
2021	SECT 5337	\$0.000										
2021	SECT 5339	\$0.000										
		\$0.000										
			TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	SECT 5339		0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
ERC	STATE		3.299	1.495	1.495	1.495	1.495	1.495	1.495	1.495	1.495	1.495
Fiscal Year Total			3.414	1.610	1.610	1.610	1.610	1.610	1.610	1.610	1.610	1.610
			Total First Four Years: 8.244				Total Later Fiscal Years: 9.660					

DB# T09 Bus Vehicle and Facility Maintenance/Capital Maintenance

AQCODE: M3

Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

			TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	SECT 5339		16.831	0.700								
EC	STATE		4.427	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023
Fiscal Year Total			21.258	0.723	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023
			Total First Four Years: 22.027				Total Later Fiscal Years: 0.138					

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NJ TRANSIT

DB# T68 Capital Program Implementation

AQCODE: M1 Funding is provided for capital project management activities associated with the implementation of the capital program and project delivery, including procurement and Disadvantage Business Enterprise and Small Business Enterprise (DBE/SBE) activities.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** None

CIS Program Subcategory: System Management **CIS Program Category:** Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements **Mapped:** Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	5.980	5.980	5.980	5.980	5.980	5.980	5.980	5.980	5.980	5.980
Fiscal Year Total		5.980	5.980	5.980	5.980	5.980	5.980	5.980	5.980	5.980	5.980
		Total First Four Years: 23.920				Total Later Fiscal Years: 35.880					

DB# T515 Casino Revenue Fund

AQCODE: M1 Transportation Assistance for Senior Citizens and Disabled program. State law provides 8.5% of the Casino Tax Fund revenues to be appropriated for transportation services for senior and disabled persons and for capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. Funds may be appropriated from the Property Tax Relief Fund (PTRF), pursuant to budget language.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** None

CIS Program Subcategory: System Preservation **CIS Program Category:** Local System Support

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements **Mapped:** Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	CASINO REVENUE	8.506	8.761	9.024	9.295	9.574	9.861	10.157	10.461	10.775	11.098
Fiscal Year Total		8.506	8.761	9.024	9.295	9.574	9.861	10.157	10.461	10.775	11.098
		Total First Four Years: 35.586				Total Later Fiscal Years: 61.926					

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NJ TRANSIT

DB#	T13	Claims support
AQCODE:	X1	Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.
CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	System Management	CIS Program Category: Mass Transit Assets
Project Manager:		IPD:
Mileposts:		Sponsor: NJ TRANSIT
Improvement Type:	Other	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023
Fiscal Year Total		0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023
		Total First Four Years: 0.092				Total Later Fiscal Years: 0.138					

DB#	T16	Environmental Compliance
AQCODE:	M4	Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.
CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	System Preservation	CIS Program Category: Mass Transit Assets
Project Manager:		IPD:
Mileposts:		Sponsor: NJ TRANSIT
Improvement Type:	Transit Improvements	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
Fiscal Year Total		0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
		Total First Four Years: 2.760				Total Later Fiscal Years: 4.140					

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NJ TRANSIT

DB# T43 High Speed Track Program

AQCODE: M9 Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: N/A Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
Fiscal Year Total		0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176	0.176
		Total First Four Years: 0.703				Total Later Fiscal Years: 1.055					

DB# T20 Immediate Action Program

AQCODE: X13 Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly. This program also provides funding for Capital Planning activities, project development, and project reviews. The funding supports the development of the agency's capital plan and capital plan updates and funds project research and development activities for capital programs.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Preservation CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	6.153	6.168	4.753	7.668	9.974	10.781	10.091	10.091	10.091	10.091
Fiscal Year Total		6.153	6.168	4.753	7.668	9.974	10.781	10.091	10.091	10.091	10.091
		Total First Four Years: 24.743				Total Later Fiscal Years: 61.119					

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NJ TRANSIT

DB# T95 Light Rail Infrastructure Improvements

AQCODE: M5 Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: System Preservation CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	4.273	4.273	4.273	4.273	3.061	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		4.273	4.273	4.273	4.273	3.061	3.000	3.000	3.000	3.000	3.000
		Total First Four Years: 17.091				Total Later Fiscal Years: 18.061					

DB# T53E Locomotive Overhaul

AQCODE: M3 Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles; and that the locomotive complies with all applicable emission standards.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Preservation CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements Mapped: Y

Unobligated Prior Year Funding		
Year	Fund	Cost
2019	SECT 5307	\$0.000
2019	SECT 5337	\$0.000
		\$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	SECT 5337	4.176	2.578	2.578							
CAP	STATE			0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147
Fiscal Year Total		4.176	2.578	2.725	0.147	0.147	0.147	0.147	0.147	0.147	0.147
		Total First Four Years: 9.626				Total Later Fiscal Years: 0.879					

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NJ TRANSIT

DB# T122 Miscellaneous

AQCODE: M1 Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Management CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
Fiscal Year Total		0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
		Total First Four Years: 0.460				Total Later Fiscal Years: 0.690					

DB# T44 NEC Improvements

AQCODE: M9 The Northeast Corridor (NEC) Improvements program funds projects that maintain a state-of-good repair along the New Jersey segment of the NEC. State-of-good repair is for right-of-way basic infrastructure, like structures and facilities, track, electric traction and communication and signals. Funds are also for AMTRAK joint benefit projects and NJ TRANSIT specific projects. Work may include associated track and station improvements and platform extensions. STATE (TTF) funds are for expansion of County Yard project to provide additional storage for rail cars. The NEC main line runs 457 miles from Washington, DC to Boston, MA.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Preservation CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NJ TURNPIKE	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
ERC	SECT 5307	6.043	3.952	3.952	5.139	5.139	5.139	5.139	5.139	5.139	5.139
ERC	STATE	1.845	4.336	4.336	3.149	3.149	3.149	3.149	3.149	3.149	3.149
Fiscal Year Total		10.388	10.788	10.788	10.788	10.788	10.788	10.788	10.788	10.788	10.788
		Total First Four Years:			42.752	Total Later Fiscal Years:			64.728		

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NJ TRANSIT

DB# T55 Other Rail Station/Terminal Improvements

AQCODE: M8 Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding
Municipalities: Various
CIS Program Subcategory: System Preservation
Project Manager: Planning Center: None
Mileposts: CIS Program Category: Mass Transit Assets
IPD: IPD:
Sponsor: NJ TRANSIT
Improvement Type: Transit Improvements
Mapped: Y
This project may be suitable for ITS treatments.

Unobligated Prior Year Funding												
Year	Fund	Cost										
2017	SECT 5307	\$0.000										
		\$0.000										
			TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE		1.573	1.573	1.339	1.339	1.339	1.339	1.339	1.339	1.339	1.339
Fiscal Year Total			1.573	1.573	1.339	1.339	1.339	1.339	1.339	1.339	1.339	1.339
			Total First Four Years: 5.823				Total Later Fiscal Years: 8.031					

DB# T121 Physical Plant

AQCODE: M4 Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding
Municipalities: Various
CIS Program Subcategory: System Preservation
Project Manager: Planning Center: None
Mileposts: CIS Program Category: Transportation Support Facilities
IPD: IPD:
Sponsor: NJ TRANSIT
Improvement Type: Transit Improvements
Mapped: Y

			TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE		1.746	1.746	1.746	1.746	1.746	1.746	1.746	1.746	1.746	1.746
Fiscal Year Total			1.746	1.746	1.746	1.746	1.746	1.746	1.746	1.746	1.746	1.746
			Total First Four Years: 6.986				Total Later Fiscal Years: 10.478					

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NJ TRANSIT

DB# T135 Preventive Maintenance-Bus

AQCODE: M3

Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.
Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Preservation CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements Mapped: Y

Unobligated Prior Year Funding		
Year	Fund	Cost
2019	SECT 5307	\$0.000
2021	SECT 5307	\$0.000
2021	SECT 5307	\$0.000
		\$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	SECT 5307	24.222	26.545	40.791	45.153	63.261	65.309	67.398	69.528	71.701	73.918
Fiscal Year Total		24.222	26.545	40.791	45.153	63.261	65.309	67.398	69.528	71.701	73.918
		Total First Four Years: 136.711				Total Later Fiscal Years: 411.114					

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DB# T39 Preventive Maintenance-Rail

AQCODE: M3 State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

CMP: Not SOV Capacity Adding
Municipalities: Various
CIS Program Subcategory: System Preservation
Project Manager:
Mileposts:
Improvement Type: Transit Improvements
Planning Center: None
CIS Program Category: Mass Transit Assets
IPD:
Sponsor: NJ TRANSIT
Mapped: Y

Unobligated Prior Year Funding

Year	Fund	Cost
2021	SECT 5337	\$0.000
		\$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	SECT 5307	4.380	5.970	5.970	5.970	5.970	5.970	5.970	5.970	5.970	5.970
CAP	SECT 5337	9.758	11.747	12.710	15.254	15.639	16.033	16.434	16.843	17.260	17.686
Fiscal Year Total		14.138	17.717	18.680	21.224	21.609	22.003	22.404	22.813	23.230	23.656
Total First Four Years:		71.760				Total Later Fiscal Years: 135.715					

DB# T106 Private Carrier Equipment Program

AQCODE: M1 This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.

CMP: Not SOV Capacity Adding
Municipalities: Various
CIS Program Subcategory: System Preservation
Project Manager:
Mileposts:
Improvement Type: Transit Improvements
Planning Center: None
CIS Program Category: Mass Transit Assets
IPD:
Sponsor: NJ TRANSIT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	STATE	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
Fiscal Year Total		0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
Total First Four Years:		2.760				Total Later Fiscal Years: 4.140					

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DB#	T34	Rail Capital Maintenance
AQCODE:	M9	The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.
CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	System Preservation	CIS Program Category: Mass Transit Assets
Project Manager:		IPD:
Mileposts:		Sponsor: NJ TRANSIT
Improvement Type:	Transit Improvements	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	STATE			4.032	5.790	5.790	5.790	5.790	5.790	5.790	5.848
Fiscal Year Total				4.032	5.790	5.790	5.790	5.790	5.790	5.790	5.848
		Total First Four Years:			9.822	Total Later Fiscal Years:			34.797		

DB#	T53G	Rail Fleet Overhaul
AQCODE:	M3	This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.
CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	System Preservation	CIS Program Category: Mass Transit Assets
Project Manager:		IPD:
Mileposts:		Sponsor: NJ TRANSIT
Improvement Type:		Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	STATE	0.117	0.147								
Fiscal Year Total		0.117	0.147								
		Total First Four Years:			0.264	Total Later Fiscal Years:					

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DB# T112 Rail Rolling Stock Procurement

AQCODE: M10

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock. Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit and can be found in the Introduction Section of the STIP.

CMAQ:

Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support the design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding		
Year	Fund	Cost
2021	SECT 5307	\$1.124
2021	SECT 5307	\$0.000
		\$1.124

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	CMAQ		3.750	4.395	4.395	4.395	4.395	4.395	4.395	4.395	4.395
CAP	SECT 5307	0.073	0.737	1.442	1.442	1.442	1.442	1.442	1.442	1.442	1.442
CAP	SECT 5337	3.095	3.728	3.728	3.728	3.728	3.728	3.728	3.728	3.728	3.728
CAP	STATE	10.592	9.979	11.002	11.002	4.760	4.447	4.447	4.447	4.447	4.447
Fiscal Year Total		13.759	18.194	20.566	20.566	14.325	14.011	14.011	14.011	14.011	14.011
		Total First Four Years: 73.086				Total Later Fiscal Years: 84.380					

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DB# T37 Rail Support Facilities and Equipment

AQCODE: M11

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. FY24 includes funding for SANDY – Long Slip Fill and Rail Enhancement resilience project in response to Superstorm Sandy.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	SECT 5307		1.442								
ERC	SECT 5337			0.908							
ERC	STATE	0.298	0.298	0.298	0.298	0.298	0.298	0.298	0.298	0.298	0.298
Fiscal Year Total		0.298	1.739	1.206	0.298	0.298	0.298	0.298	0.298	0.298	0.298
		Total First Four Years: 3.540				Total Later Fiscal Years: 1.786					

DB# T509 Safety Improvement Program

AQCODE: M9

This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory:

Project Manager:

Mileposts: N/A

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Transportation Support Facilities

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042
Fiscal Year Total		0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042
		Total First Four Years: 0.170				Total Later Fiscal Years: 0.255					

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DB# T150 Section 5310 Program

AQCODE: M1 The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. MATCH funds are provided from the State.

CMP: Not SOV Capacity Adding
Municipalities: Various
CIS Program Subcategory: System Management
Project Manager: Planning Center: None
Mileposts: CIS Program Category: Local System Support
IPD:
Sponsor: NJ TRANSIT
Improvement Type: Transit Improvements
Mapped: Y

Unobligated Prior Year Funding		
Year	Fund	Cost
2019	CMAQ	\$0.000
2019	SECT 5310	\$0.000
2021	SECT 5310	\$0.000
		\$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	SECT 5310	2.687	2.740	2.821	2.878	2.935	2.994	3.054	3.115	3.177	3.241
CAP	STATE	0.403	0.403	0.403	0.403	0.403	0.403	0.403	0.403	0.403	0.403
Fiscal Year Total		3.089	3.143	3.224	3.280	3.338	3.396	3.456	3.517	3.580	3.643
Total First Four Years:		12.736				Total Later Fiscal Years:		20.931			

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DB# T151 Section 5311 Program

AQCODE: M1 Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Management CIS Program Category: Local System Support

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements Mapped: Y

Unobligated Prior Year Funding		
Year	Fund	Cost
2021	SECT 5311	\$0.000
		\$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CAP	MATCH	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437
CAP	SECT 5311	1.361	1.388	1.430	1.458	1.488	1.518	1.548	1.579	1.610	1.643
CAP	STATE	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023
Fiscal Year Total		1.821	1.848	1.890	1.918	1.948	1.978	2.008	2.039	2.070	2.103
		Total First Four Years: 7.478				Total Later Fiscal Years: 12.145					

DB# T508 Security Improvements

AQCODE: M1 This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Security CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Other Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
SWI	STATE	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568
Fiscal Year Total		0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568
		Total First Four Years: 2.272				Total Later Fiscal Years: 3.409					

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DB# T50 Signals and Communications/Electric Traction Systems

AQCODE: M6

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

CMP:	Not SOV Capacity Adding		Planning Center: None
Municipalities:	Various		CIS Program Category: Mass Transit Assets
CIS Program Subcategory:	System Preservation		IPD:
Project Manager:			Sponsor: NJ TRANSIT
Mileposts:			
Improvement Type:	Transit Improvements		Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	2.183	1.273	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645
Fiscal Year Total		2.183	1.273	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645
		Total First Four Years: 4.745				Total Later Fiscal Years: 3.868					

DB# T120 Small/Special Services Program

AQCODE: A1

This program funds the Vanpool Sponsorship Program, local Travel Demand Management (TDM), and East Windsor Community Shuttle operating support. Funding contracts work done by the eight Transportation Management Associations (TMAs) to promote transit use and other Travel Demand Management strategies.

CMP:	Not SOV Capacity Adding		Planning Center: None
Municipalities:	Various		CIS Program Category: Local System Support
CIS Program Subcategory:	System Management		IPD:
Project Manager:			Sponsor: NJ TRANSIT
Mileposts:			
Improvement Type:	Transit Improvements		Mapped: Y

Unobligated Prior Year Funding		
Year	Fund	Cost
2019	CMAQ	\$0.000
2019	SECT 5307	\$0.000
		\$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416
Fiscal Year Total		0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416
		Total First Four Years: 1.663				Total Later Fiscal Years: 2.495					

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DB# T88 Study and Development

AQCODE:	X1	This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 4B, 8A, 14A
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	Study & Development	CIS Program Category: Congestion Relief
Project Manager:		IPD:
Mileposts:		Sponsor: NJ TRANSIT
Improvement Type:	Other	Mapped: Y
	This project may be suitable for ITS treatments.	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	STATE	1.647	1.647	1.515	0.957	0.957	0.957	0.957	0.957	0.957	0.957
Fiscal Year Total		1.647	1.647	1.515	0.957	0.957	0.957	0.957	0.957	0.957	0.957
		Total First Four Years: 5.767				Total Later Fiscal Years: 5.743					

DB# T500 Technology Improvements

AQCODE:	M5	This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.
CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	System Management	CIS Program Category: Mass Transit Assets
Project Manager:		IPD:
Mileposts:		Sponsor: NJ TRANSIT
Improvement Type:	Transit Improvements	Mapped: Y
	This project contains ITS elements.	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	2.163	2.163	2.163	2.163	2.163	2.163	2.163	2.163	2.163	2.163
Fiscal Year Total		2.163	2.163	2.163	2.163	2.163	2.163	2.163	2.163	2.163	2.163
		Total First Four Years: 8.654				Total Later Fiscal Years: 12.980					

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DB#	T42	Track Program
AQCODE:	M9	The Track Program is for ongoing system-wide rehabilitation of the railroad track infrastructure. Funding is provided for track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way equipment, interlocking improvements, passing sidings and other improvements.
CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	System Preservation	CIS Program Category: Mass Transit Assets
Project Manager:		IPD:
Mileposts:		Sponsor: NJ TRANSIT
Improvement Type:	Transit Improvements	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	1.670	1.670	1.670	1.670	1.670	1.670	1.670	1.670	1.670	1.670
Fiscal Year Total		1.670	1.670	1.670	1.670	1.670	1.670	1.670	1.670	1.670	1.670
		Total First Four Years: 6.680				Total Later Fiscal Years: 10.021					

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DB# T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

AQCODE: NRS Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Federal assistance was awarded for the U.S. Route 9 Bus Rapid Transit project in the amount of \$470,000. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of \$500,000. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

CMP: Not SOV Capacity Adding
Municipalities: Various
CIS Program Subcategory: System Preservation
Project Manager: Planning Center: None
Mileposts: CIS Program Category: Mass Transit Assets
Improvement Type: Transit Improvements IPD: Mapped: Y
Sponsor: NJ TRANSIT

Unobligated Prior Year Funding		
Year	Fund	Cost
2021	SECT 5337	\$0.000
2021	SECT 5339	\$0.000
		<u>\$0.000</u>

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DB# T300

Transit Rail Initiatives

AQCODE: NRS

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore-Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.

The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.

Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Expansion

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	5.580	6.448	5.580	5.580	5.580	5.580	10.357	10.356	10.357	10.356
Fiscal Year Total		5.580	6.448	5.580	5.580	5.580	5.580	10.357	10.356	10.357	10.356
		Total First Four Years:			23.189	Total Later Fiscal Years:			52.587		

Total for Various:

183.191	171.676	189.260	199.130	225.888	244.435	247.286	250.551	253.712	256.808
Total First Four Years: 743.257				Total Later Fiscal Years: 1,478.679					

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8.3 DVRPC Regional Transit Projects: DRPA/PATCO



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DVRPC FY2024 TIP for New Jersey

Regional Transit Program

Draft Version

DRPA/PATCO

DB#	DR008	Electrical Cable Replacement									
AQCODE:	M6	This program will provide for systemwide replacement of electrical cable to improve reliability and fire resistance.									
CMP:	Not SOV Capacity Adding										
Municipalities:	Various					Planning Center: None					
CIS Program Subcategory:	DRPA Improvement					CIS Program Category: Mass Transit Assets					
Project Manager:	DRPA/PATCO					IPD:					
Mileposts:						Sponsor: DRPA/PATCO					
Improvement Type:	Transit Improvements					Mapped: N					

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	DRPA	0.325	0.325	1.600	1.600	0.700					
ERC	SECT 5337	1.300	1.300	6.400	6.400	2.800					
Fiscal Year Total		1.625	1.625	8.000	8.000	3.500					
		Total First Four Years: 19.250				Total Later Fiscal Years: 3.500					

DB#	DR2302	Embankment Restoration, Drainage Improvement & Retaining Walls Rehabilitation									
AQCODE:	M9	This program will address embankment restoration to prevent erosion and preserve drainage control. Project includes fencing and retaining wall rehabilitation or replacement.									
CMP:											
Municipalities:	Various					Planning Center: None					
CIS Program Subcategory:						CIS Program Category: Mass Transit Assets					
Project Manager:	DRPA/PATCO					IPD:					
Mileposts:						Sponsor: DRPA/PATCO					
Improvement Type:	Transit Improvements					Mapped: Y					

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	DRPA		0.880	0.200							
CON	SECT 5337		3.520	0.800							
Fiscal Year Total			4.400	1.000							
		Total First Four Years: 5.400				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Regional Transit Program

Draft Version

DRPA/PATCO

DB# DR2203 PATCO Fare Collection Equipment Upgrades

AQCODE: M1 This project will upgrade all obsolete parts of PATCO’s Fare Collection system to give the ability for PATCO riders to have “open payment” at all patco stations.

CMP:

Municipalities:	Various	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Local System Support
Project Manager:	DRPA/PATCO	IPD:	
Mileposts:	N/A	Sponsor:	DRPA/PATCO
Improvement Type:	Transit Improvements		Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	DRPA	0.500	1.000								
EC	SECT 5337	2.000	4.000								
Fiscal Year Total		2.500	5.000								
		Total First Four Years: 7.500				Total Later Fiscal Years:					

DB# DR1501 PATCO Interlocking & Track Rehabilitation

AQCODE: M9 This program includes rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions.

CMP: Not SOV Capacity Adding

Municipalities:	Various	Planning Center:	None
CIS Program Subcategory:	DRPA Improvement	CIS Program Category:	Mass Transit Assets
Project Manager:	DRPA/PATCO	IPD:	
Mileposts:		Sponsor:	DRPA/PATCO
Improvement Type:	Transit Improvements		Mapped: N
	This project may be suitable for ITS treatments.		

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	DRPA	0.060	0.410	0.475	0.720		0.525	0.395	0.435	1.475	1.620
EC	SECT 5307	0.240	1.640	1.900	2.880		2.100	1.580	1.740	5.900	6.480
Fiscal Year Total		0.300	2.050	2.375	3.600		2.625	1.975	2.175	7.375	8.100
		Total First Four Years: 8.325				Total Later Fiscal Years: 22.250					

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Regional Transit Program

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DRPA/PATCO

DB# DR2303

AQCODE: M8

CMP:

Municipalities: Lindenwold Borough

CIS Program Subcategory: DRPA/PATCO

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

PATCO Lindenwold Shop

Rehabilitation of the PATCO Lindenwold Shop building that is over 50 years old. This project will upgrade all building systems.

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	DRPA					0.149	1.270	1.250			
CON	SECT 5337					5.940	5.080	5.000			
Fiscal Year Total						6.089	6.350	6.250			
		Total First Four Years:				Total Later Fiscal Years:			18.689		

DB# DR2307

AQCODE: M9

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

PATCO Rail Replacement

This project will replace PATCO's running rail and third rail above ground in New Jersey. Ferry Avenue to Woodcrest, select sections.

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	DRPA						0.250				
CON	DRPA							0.625	0.625		
CON	SECT 5337							2.500	2.500		
DES	SECT 5337						1.000				
Fiscal Year Total							1.250	3.125	3.125		
		Total First Four Years:				Total Later Fiscal Years:				7.500	

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Regional Transit Program

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DRPA/PATCO

DB# DR2308

AQCODE: M8

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type:

PATCO Retaining Wall & Embankment Restoration

DRPA/PATCO

Transit Improvements

This program will address embankment restoration to prevent erosion and preserve drainage control. Project includes fencing and retaining wall rehabilitation or replacement.

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
DES	DRPA								0.063	0.375		
DES	SECT 5337								0.250	1.500		
Fiscal Year Total										0.313	1.875	
		Total First Four Years:				Total Later Fiscal Years:				2.188		

DB# DR2306

AQCODE: M9

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type:

PATCO Signal System

DRPA/PATCO

Transit Improvements

Project will include upgrades to the train signal system in New Jersey.

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	DRPA						0.188	0.250			
CON	DRPA								0.250	1.250	1.000
DES	SECT 5337						0.750	1.000			
CON	SECT 5337								1.000	5.000	4.000
Fiscal Year Total							0.938	1.250	1.250	6.250	5.000
Total First Four Years:						Total Later Fiscal Years:			14.688		

DVRPC FY2024 TIP for New Jersey

Regional Transit Program

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DRPA/PATCO

DB#	DR1803	PATCO Station Platform Rehabilitation	MRPID: FD
AQCODE:	M8	Project will include planning, design, and reconstruction of PATCO Station Platforms. Work will include rehabilitation as well as replacement of concrete platforms and supporting structures including concrete and steel repairs.	
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 2C, 5C	
Municipalities:	Cherry Hill Township	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Mass Transit Assets	
Project Manager:	DRPA/PATCO	IPD:	
Mileposts:	N/A	Sponsor: DRPA/PATCO	
Improvement Type:	Transit Improvements	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	DRPA	1.230	0.565	0.520		0.390	1.000	1.000	1.000		
ERC	SECT 5307	4.920	2.260	2.080		1.560	4.000	4.000	4.000		
Fiscal Year Total		6.150	2.825	2.600		1.950	5.000	5.000	5.000		
		Total First Four Years: 11.575				Total Later Fiscal Years: 16.950					

DB#	DR2006	PATCO Stations Modernizations
AQCODE:	M8	Modernize all commuter stations and extend the useful life of the stations and their major components. This project will enhance the experience for riders and motorists who use the facilities and enhance the appeal to nearby residents, businesses, and property.
CMP:		
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Local System Support
Project Manager:	DRPA/PATCO	IPD:
Mileposts:	N/A	Sponsor: DRPA/PATCO
Improvement Type:	Transit Improvements	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	DRPA	0.100	0.100	0.400	1.000		0.380	0.630	1.250		
EC	SECT 5337	0.400	0.400	1.600	4.000		1.500	2.500	5.000		
Fiscal Year Total		0.500	0.500	2.000	5.000		1.880	3.130	6.250		
		Total First Four Years: 8.000				Total Later Fiscal Years: 11.260					

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DRPA/PATCO

DB#	DR2304	PATCO Substation Improvements	NEW
AQCODE:	M6	The project will include upgrades to equipment, including rehabilitation of the buildings at New Jersey PATCO substations.	
CMP:			
Municipalities:			Planning Center: None
CIS Program Subcategory:			CIS Program Category: Mass Transit Assets
Project Manager:	DRPA/PATCO	IPD:	
Mileposts:			Sponsor: DRPA/PATCO
Improvement Type:	Transit Improvements	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	DRPA								0.500	1.100	0.540
DES	DRPA						0.250	0.250			
CON	SECT 5337								2.000	4.400	2.160
DES	SECT 5337						1.000	1.000			
Fiscal Year Total							1.250	1.250	2.500	5.500	2.700
		Total First Four Years:				Total Later Fiscal Years:			13.200		

DB#	D1911	PATCO Track Resurfacing & Rail Profile Grinding	
AQCODE:	M9	This project involves adjusting the track to eliminate minor horizontal and vertical shifts that impact ride quality. Work also includes the replacement of rail ties, ballast cleaning, and improvements to the shoulder that impact the track.	
CMP:	Not SOV Capacity Adding		
Municipalities:	Various	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Local System Support	
Project Manager:	DRPA/PATCO	IPD:	
Mileposts:		Sponsor: DRPA/PATCO	
Improvement Type:	Transit Improvements	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	DRPA	0.010	0.020	0.020	0.100		0.100	0.100	0.100	0.110	
CON	SECT 5307	0.040	0.080	0.080	0.400		0.400	0.400	0.400	0.440	
Fiscal Year Total		0.050	0.100	0.100	0.500		0.500	0.500	0.500	0.550	
		Total First Four Years:			0.750	Total Later Fiscal Years:			2.050		

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DRPA/PATCO

DB# DR2305

AQCODE: M6

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type:

PATCO Traction Power

DRPA/PATCO

Transit Improvements

NEW

Project will include upgrades to the PATCO traction power system in New Jersey.

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	DRPA						0.188	0.250			
CON	DRPA								0.250	1.250	1.000
CON	SECT 5337								1.000	5.000	4.000
DES	SECT 5337						0.750	1.000			
Fiscal Year Total							0.938	1.250	1.250	6.250	5.000
		Total First Four Years:				Total Later Fiscal Years:			14.688		

DB# DR2007

AQCODE: M9

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type:

PATCO Viaduct Preservation Project

Various

DRPA/PATCO

N/A

Transit Improvements

The purpose of this project is to improve and protect the Collingswood and Westmont viaducts and will extend the useful life of this portion of the PATCO infrastructure.

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
EC	DRPA	0.500				0.250	0.375	0.375	0.630	0.250	0.250	
EC	SECT 5337	2.000				1.000	1.500	1.500	2.500	1.000	1.000	
Fiscal Year Total		2.500				1.250	1.875	1.875	3.130	1.250	1.250	
		Total First Four Years:				2.500		Total Later Fiscal Years:				10.630

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DRPA/PATCO

DB# D1305 Pedestrian Bridge and Tunnel Rehabilitation

AQCODE: A2 This project will provide for the planning, design, and construction to rehabilitate Pedestrian Bridges and Tunnels. The projects will allow for preventive repairs of bridges and tunnels owned by PATCO, including structural steel and concrete repairs, installation of protective coatings, miscellaneous steel repair, joint filler and spot paint.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 5B, 5C
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	DRPA Improvement	CIS Program Category: Mass Transit Assets
Project Manager:	DRPA/PATCO	IPD:
Mileposts:		Sponsor: DRPA/PATCO
Improvement Type:	Transit Improvements	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	DRPA					0.700	0.900				
EC	SECT 5337					2.800	3.600				
Fiscal Year Total						3.500	4.500				
		Total First Four Years:				Total Later Fiscal Years:				8.000	

DB# DR034 Preventive Maintenance

AQCODE: M3 This project will provide for preventive maintenance expenses pertaining to activities performed on vehicles and facilities.

CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	DRPA Improvement	CIS Program Category: Mass Transit Assets
Project Manager:	DRPA/PATCO	IPD:
Mileposts:		Sponsor: DRPA/PATCO
Improvement Type:	Transit Improvements	Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	DRPA	0.451	0.454	0.457	0.460	0.463	0.465	0.467	0.470	0.473	0.476
ERC	SECT 5307	0.700	0.050	0.050	0.050	0.050	0.050	0.700	0.700	0.700	0.700
ERC	SECT 5337	0.600	1.250	1.250	1.250	1.250	1.250	0.600	0.600	0.600	0.600
ERC	SECT 5340	0.502	0.513	0.524	0.535	0.546	0.557	0.569	0.581	0.593	0.606
Fiscal Year Total		2.253	2.267	2.281	2.295	2.309	2.322	2.336	2.351	2.366	2.382
		Total First Four Years: 9.096				Total Later Fiscal Years: 14.066					

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DRPA/PATCO

DB# D1912

Rehabilitation of PATCO Bridges

MRPID: FB

AQCODE: M9

Project will consist of the planning, design, and construction to rehabilitate PATCO Bridges. Work will include concrete and steel repairs, bearing replacement, column repairs, drainage, and abutment/wingwall repairs.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	DRPA	0.200	0.100	0.200	0.600	0.600		0.375	0.500		
ERC	SECT 5337	0.800	0.400	0.800	2.400	2.400		1.500	2.000		
Fiscal Year Total		1.000	0.500	1.000	3.000	3.000		1.875	2.500		
		Total First Four Years: 5.500				Total Later Fiscal Years: 7.375					

DB# DR2301

Replacement of Track Ties

AQCODE: M9

This project will involve the replacement of cracked/broken concrete ties, split/decaying wood ties, and decaying embedded block ties throughout the PATCO track Right-of-Way.

CMP:

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	DRPA	0.785	0.200	0.400	0.200						
CON	SECT 5337	3.140	0.800	1.600	0.800						
Fiscal Year Total		3.925	1.000	2.000	1.000						
		Total First Four Years: 7.925				Total Later Fiscal Years:					

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Regional Transit Program

Draft Version

DRPA/PATCO

DB#	DR019	Smoke and Fire Control
AQCODE:	M6	This program will provide smoke and fire control for evacuation of patrons in emergencies and ventilation improvements.
CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: None
CIS Program Subcategory:	DRPA Improvement	CIS Program Category: Mass Transit Assets
Project Manager:	DRPA/PATCO	IPD:
Mileposts:		Sponsor: DRPA/PATCO
Improvement Type:	Transit Improvements	Mapped: N
	This project may be suitable for ITS treatments.	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	DRPA	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100		
ERC	SECT 5337	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400		
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500		
		Total First Four Years: 2.000				Total Later Fiscal Years: 2.000					

DB#	DR1802	Subway Structures Renovation
AQCODE:	M8	This program will provide for preventive repairs of pedestrian bridges, tunnels, subway stations, pump rooms owned by PATCO including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.
CMP:	Not SOV Capacity Adding	
Municipalities:	Various	Planning Center: Metropolitan Center
CIS Program Subcategory:		CIS Program Category: Mass Transit Assets
Project Manager:	DRPA/PATCO	IPD:
Mileposts:	N/A	Sponsor: DRPA/PATCO
Improvement Type:	Transit Improvements	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	DRPA	0.860	0.960	0.620	0.275						
ERC	SECT 5337	3.440	3.840	2.480	1.100						
Fiscal Year Total		4.300	4.800	3.100	1.375						
		Total First Four Years: 13.575				Total Later Fiscal Years:					

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Regional Transit Program

Draft Version

DRPA/PATCO

DB# DR1501A Track Drainage Improvements at Cuthbert Blvd & Osage Avenue

AQCODE: This project will involve the rebuilding of the track bed, removal of fouled ballast and installation of new track drains. Rebuilding of the track and installation of new drains is intended to address the profile issues PATCO has experienced at Cuthbert Boulevard and Osage Avenue for the last 20 years. It is a break-out of the parent project, PATCO Interlocking & Track Rehabilitation (DB #DR1501).

CMP:
Municipalities: Planning Center: None
CIS Program Subcategory: DRPA Improvement CIS Program Category: Mass Transit Assets
Project Manager: DRPA/PATCO IPD:
Mileposts: N/A Sponsor: DRPA/PATCO
Improvement Type: Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	DRPA	0.400		0.200							
CON	DRPA		0.500	0.510	0.740	1.200					
CON	SECT 5307		2.000	2.040	2.960	4.800					
DES	SECT 5337	1.600		0.800							
Fiscal Year Total		2.000	2.500	3.550	3.700	6.000					
		Total First Four Years: 11.750				Total Later Fiscal Years: 6.000					

DB# DR036 Transit Enhancements

AQCODE: X12 This program will support transit enhancements.

CMP: Not SOV Capacity Adding
Municipalities: Various Planning Center: None
CIS Program Subcategory: DRPA Improvement CIS Program Category: Mass Transit Assets
Project Manager: DRPA/PATCO IPD:
Mileposts: Sponsor: DRPA/PATCO
Improvement Type: Transit Improvements Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	DRPA	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014		
ERC	SECT 5307	0.056	0.056	0.056	0.056	0.056	0.056	0.056	0.056		
Fiscal Year Total		0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070		
		Total First Four Years: 0.280				Total Later Fiscal Years: 0.280					

Total for Various:

27.673	28.137	28.576	29.040	28.168	29.998	30.386	30.914	31.416	24.432
Total First Four Years: 113.426				Total Later Fiscal Years: 175.314					

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8.4 Statewide Program



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DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Mercer

DB# 15322 Delaware & Raritan Canal Bridges

AQCODE: S19

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal. The following federal appropriation was repurposed to this project: DEMO ID# NJ 289.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 8A, 14A
Municipalities:	Various	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Polachak, Amy	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	BFP-OS-BRDG	2.000	11.000	2.000							
ERC	STBGP-FLEX	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
ERC	STBGP-OS-BRDG					9.000					
Fiscal Year Total		7.000	16.000	7.000	5.000	14.000	5.000	5.000	5.000	5.000	5.000
		Total First Four Years: 35.000				Total Later Fiscal Years: 39.000					

Total for Mercer:

7.000	16.000	7.000	5.000	14.000	5.000	5.000	5.000	5.000	5.000
Total First Four Years:		35.000		Total Later Fiscal Years:		39.000			

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Various

DB#	X12	Acquisition of Right of Way
AQCODE:	X7	This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Capital Program Delivery	CIS Program Category: Capital Program Delivery
Project Manager:	Kook, David	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Roadway New Capacity	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	STATE	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Fiscal Year Total		0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600
		Total First Four Years: 2.400				Total Later Fiscal Years: 3.600					

DB#	11344	ADA Curb Ramp Implementation
AQCODE:	A2	This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:		CIS Program Category: Multimodal Programs
Project Manager:	Section, Chrystal	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bicycle/Pedestrian Improvement	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
		Total First Four Years: 4.120				Total Later Fiscal Years: 6.180					

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Various

DB# 01335 Betterments, Dams

AQCODE: X1

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300
Fiscal Year Total		0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300
		Total First Four Years: 1.200				Total Later Fiscal Years: 1.800					

DB# X72B Betterments, Roadway Preservation

AQCODE: S10

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: McCoy, Kurt

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000
Fiscal Year Total		18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000
		Total First Four Years: 72.000				Total Later Fiscal Years: 108.000					

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Various

DB#	X72C	Betterments, Safety
AQCODE:	S9	This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Safety	CIS Program Category: Safety Management
Project Manager:	McCoy, Kurt	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000
Fiscal Year Total		16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000
		Total First Four Years: 64.000				Total Later Fiscal Years: 96.000					

DB#	X185	Bicycle & Pedestrian Facilities/Accommodations
AQCODE:	A2	This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access, mobility, and safety. It includes addressing bicycle, pedestrian, transit and micro-mobility travel needs through the development of improvements on state, county and local roadways either by inclusion in existing capital projects, development of independent projects or through assistance to counties and municipalities. Projects must accommodate the needs of all travelers.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Intermodal Programs	CIS Program Category: Multimodal Programs
Project Manager:	Bremer-Nei, Elise	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bicycle/Pedestrian Improvement	Mapped: Y
This project may be suitable for ITS treatments.		

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CMAQ	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750
ERC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
ERC	TA-FLEX	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
Fiscal Year Total		5.250	5.250	5.250	5.250	5.250	5.250	5.250	5.250	5.250	5.250
		Total First Four Years: 21.000				Total Later Fiscal Years: 31.500					

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Various

DB# X07F Bridge and Structure Inspection, Miscellaneous

AQCODE: X5

This program will provide funding for the inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public. Inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:

Project Manager: Bal, Harjit

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
Fiscal Year Total		0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
		Total First Four Years: 0.600				Total Later Fiscal Years: 0.900					

DB# 03304 Bridge Deck/Superstructure Replacement Program

AQCODE: S19

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: Bridge Preservation

Project Manager: Bal, Harjit

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	BFP	0.684									
ERC	BFP-OS-BRDG	2.000	5.000	5.000							
ERC	NHPP	32.000	44.000	44.000	24.000	24.000	24.000	24.000	24.000	24.000	24.000
ERC	STBGP-OS-BRDG	20.000	20.000	20.000	20.000	2.000	20.000	20.000	20.000	20.000	20.000
Fiscal Year Total		54.684	69.000	69.000	44.000	26.000	44.000	44.000	44.000	44.000	44.000
		Total First Four Years: 236.684				Total Later Fiscal Years: 246.000					

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Draft Version

Various

DB# 98315 Bridge Emergency Repair

AQCODE: S19

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Bridge Preservation **CIS Program Category:** Bridge Assets

Project Manager: Miller, John **IPD:**

Mileposts: N/A **Sponsor:** NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped:** Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	85.000	85.000	85.000	85.000	85.000	85.000	85.000	85.000	85.000	85.000
Fiscal Year Total		85.000	85.000	85.000	85.000	85.000	85.000	85.000	85.000	85.000	85.000
		Total First Four Years:		340.000		Total Later Fiscal Years:		510.000			

DB# X07A Bridge Inspection

AQCODE: X3

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State-owned tunnels.

CMP: Not SOV Capacity Adding

Municipalities: Various **Planning Center:** None

CIS Program Subcategory: Bridge Preservation **CIS Program Category:** Bridge Assets

Project Manager: Bal, Harjit **IPD:**

Mileposts: N/A **Sponsor:** NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped:** N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
EC	STBGP-FLEX	8.580	8.580	8.580	8.580	8.580	8.580	8.580	8.580	8.580	8.580
EC	STBGP-OS-BRDG	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total		33.580	33.580	33.580	33.580	33.580	33.580	33.580	33.580	33.580	33.580
		Total First Four Years:		134.320		Total Later Fiscal Years:		201.480			

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Various

DB# 17341 Bridge Inspection Program, Minor Bridges

AQCODE: X3

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit **IPD:**

Mileposts: N/A **Sponsor:** NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped:** Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	8.800	8.800	8.800	8.800	8.800	8.800	8.800	8.800	8.800	8.800
Fiscal Year Total		8.800	8.800	8.800	8.800	8.800	8.800	8.800	8.800	8.800	8.800
		Total First Four Years: 35.200				Total Later Fiscal Years: 52.800					

DB# 14404 Bridge Maintenance and Repair, Movable Bridges

AQCODE: S19

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Longworth, Jack / Oliveto, Gerald **IPD:**

Mileposts: N/A **Sponsor:** NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped:** Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
Fiscal Year Total		25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
		Total First Four Years: 100.000				Total Later Fiscal Years: 150.000					

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Various

DB# 17357 Bridge Maintenance Fender Replacement

AQCODE: S19 This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Longworth, Jack / Oliveto, Gerald **IPD:**

Mileposts: N/A **Sponsor:** NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped:** Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	4.000	15.000	4.000	15.000	4.000	15.000	4.000	15.000	4.000	15.000
ERC	STBGP-FLEX	1.000	5.000	1.000	5.000	1.000	5.000	1.000	5.000	1.000	5.000
Fiscal Year Total		5.000	20.000	5.000	20.000	5.000	20.000	5.000	20.000	5.000	20.000
		Total First Four Years: 50.000				Total Later Fiscal Years: 75.000					

DB# 17358 Bridge Maintenance Scour Countermeasures

AQCODE: X13 This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Miller, John **IPD:**

Mileposts: N/A **Sponsor:** NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped:** Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	4.355	4.822	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
ERC	STBGP-FLEX	3.484	3.858	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		7.839	8.680	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		Total First Four Years: 34.519				Total Later Fiscal Years: 54.000					

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Various

DB#	X70	Bridge Management System
AQCODE:	X1	This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Bridge Assets
Project Manager:	Bal, Harjit	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
Fiscal Year Total		1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
		Total First Four Years: 6.000				Total Later Fiscal Years: 9.000					

DB#	13323	Bridge Preventive Maintenance
AQCODE:	S10	This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Miller, John	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
EC	STATE	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000
EC	STBGP-FLEX	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total		70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000
		Total First Four Years: 280.000				Total Later Fiscal Years: 420.000					

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Various

DB#	08381	Bridge Replacement, Future Projects
AQCODE:	S19	This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Bridge Assets
Project Manager:	Polachak, Amy	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	BFP-OS-BRDG	30.618	17.918	20.768	27.418						
ERC	HIP-BRR	13.275	13.275								
ERC	NHPP	6.754	13.770	34.212	15.281	12.143	8.915	17.753	18.633	30.345	18.022
ERC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
ERC	STBGP-OS-BRDG	30.961	32.180	33.424	34.692	35.986	37.306	38.652	40.025	41.426	42.854
Fiscal Year Total		82.607	78.143	89.404	78.391	49.129	47.221	57.405	59.658	72.771	61.876
		Total First Four Years: 328.544				Total Later Fiscal Years: 348.061					

DB#	98316	Bridge Scour Countermeasures
AQCODE:	S19	This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. Theses contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Bridge Assets
Project Manager:	Bal, Harjit	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200
Fiscal Year Total		0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200
		Total First Four Years: 0.800				Total Later Fiscal Years: 1.200					

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Various

DB# 22352 Carbon Reduction Program

AQCODE: NRS	Established pursuant to Section 11403 of the Infrastructure Investment and Jobs Act (IIJA). Eligibility includes establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energy-efficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.
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CMP:		Planning Center: None	
Municipalities:		CIS Program Category: Congestion Relief	
CIS Program Subcategory:		IPD:	
Project Manager: Polachak, Amy		Sponsor: NJDOT	
Mileposts: N/A		Mapped: Y	
Improvement Type: Other			

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CR-B50K200K	0.139	0.142	0.146	0.149	0.073	0.077	0.081	0.085	0.090	0.095
ERC	CR-B5K50K	0.458	0.467	0.477	0.486	0.496	0.506	0.516	0.526	0.537	0.548
PLS	CR-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
ERC	CR-L5K	1.122	1.145	1.167	1.191	1.215	1.239	1.264	1.289	1.315	1.341
Fiscal Year Total		2.720	2.754	2.790	2.826	2.784	2.822	2.861	2.901	2.942	2.983
		Total First Four Years: 11.090				Total Later Fiscal Years: 17.292					

DB# 22355 CMAQ Initiatives, Statewide

AQCODE: NRS	The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to provide a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and the former nonattainment areas that are now in compliance (maintenance areas).
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CMP:		Planning Center: None	
Municipalities:		CIS Program Category: Congestion Relief	
CIS Program Subcategory: Congestion Relief		IPD:	
Project Manager: Polachak, Amy		Sponsor: NJDOT	
Mileposts: N/A		Mapped: Y	
Improvement Type: Other			

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	CMAQ	12.000	4.000	14.500	16.750	10.550	0.250	0.250	0.250	0.250	6.000
Fiscal Year Total		12.000	4.000	14.500	16.750	10.550	0.250	0.250	0.250	0.250	6.000
		Total First Four Years: 47.250				Total Later Fiscal Years: 17.550					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB# 02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)

AQCODE: S7 This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

CMP: Minor SOV Capacity

Municipalities: Planning Center: None

CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief

Project Manager: Patel, Bindesh IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements Mapped: Y

This project contains ITS elements.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total First Four Years: 16.000				Total Later Fiscal Years: 24.000					

DB# X180 Construction Inspection

AQCODE: NRS In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Delivery CIS Program Category: Capital Program Delivery

Project Manager: Balluch, Albert IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000
Fiscal Year Total		12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000
		Total First Four Years: 48.000				Total Later Fiscal Years: 72.000					

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New Jersey Statewide Program

Draft Version

Various

DB# 05304 Construction Program IT System (TRNS.PORT)

AQCODE: X1

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Balluch, Albert

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	5.400	5.400	5.400	5.400	5.400	5.400	5.400	5.400	5.400	5.400
Fiscal Year Total		5.400	5.400	5.400	5.400	5.400	5.400	5.400	5.400	5.400	5.400
		Total First Four Years: 21.600				Total Later Fiscal Years: 32.400					

DB# 09316 Culvert Replacement Program

AQCODE: S2

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
ERC	STBGP-FLEX	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
		Total First Four Years: 24.000				Total Later Fiscal Years: 36.000					

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New Jersey Statewide Program

Draft Version

Various

DB# X142 DBE Supportive Services Program

AQCODE: X1

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Support

Project Manager: Tilghman-Ansley, Vicki

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
		Total First Four Years: 2.000				Total Later Fiscal Years: 3.000					

DB# X106 Design, Emerging Projects

AQCODE: X5

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Shah, Atul

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DES	STATE	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
DES	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000
		Total First Four Years: 72.000				Total Later Fiscal Years: 108.000					

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New Jersey Statewide Program

Draft Version

Various

DB# X154D Drainage Rehabilitation & Improvements

AQCODE: X5

This program funds low-cost/high-value drainage projects on the state highway drainage system. The work performed through this program will be utilized to assess and track the location and condition of drainage pipes which includes corrugated metal pipes.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Roadway Preservation CIS Program Category: Road Assets

Project Manager: Miller, John IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	PFP	23.000	23.000	23.000	23.000	23.000	23.000	23.000	23.000	23.000	23.000
Fiscal Year Total		23.000	23.000	23.000	23.000	23.000	23.000	23.000	23.000	23.000	23.000
		Total First Four Years: 92.000				Total Later Fiscal Years: 138.000					

DB# X154 Drainage Rehabilitation and Maintenance, State

AQCODE: S2

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Roadway Preservation CIS Program Category: Road Assets

Project Manager: Miller, John IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
Fiscal Year Total		20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
		Total First Four Years: 80.000				Total Later Fiscal Years: 120.000					

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New Jersey Statewide Program

Draft Version

Various

DB# 22350 Electric Vehicle Infrastructure Program

AQCODE: NRS Establishes an electric vehicle infrastructure program to provide funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

CMP:

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager:

Polachak, Amy

IPD:

Mileposts:

N/A

Sponsor: NJDOT

Improvement Type:

Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NEVFP	16.709	17.378	18.073							
Fiscal Year Total		16.709	17.378	18.073							
		Total First Four Years: 52.160				Total Later Fiscal Years:					

DB# X241 Electrical Facilities

AQCODE: NRS This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

Capital Program Support

CIS Program Category: Road Assets

Project Manager:

Black, Daniel

IPD:

Mileposts:

N/A

Sponsor: NJDOT

Improvement Type:

Signal/ITS Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
Fiscal Year Total		6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
		Total First Four Years: 24.000				Total Later Fiscal Years: 36.000					

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New Jersey Statewide Program

Draft Version

Various

DB# 04324 Electrical Load Center Replacement, Statewide

AQCODE: NRS This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Support CIS Program Category: Road Assets

Project Manager: Black, Daniel IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
Fiscal Year Total		6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
		Total First Four Years: 24.000				Total Later Fiscal Years: 36.000					

DB# 17360 Emergency Management and Transportation Security Support

AQCODE: X13 This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Delivery

Project Manager: Burd, Robert IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
Fiscal Year Total		1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
		Total First Four Years: 6.000				Total Later Fiscal Years: 9.000					

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New Jersey Statewide Program

Draft Version

Various

DB# X75 Environmental Investigations

AQCODE: X1

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Delivery CIS Program Category: Capital Program Delivery

Project Manager: Sweet, James IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500
Fiscal Year Total		7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500
		Total First Four Years:			30.000	Total Later Fiscal Years:			45.000		

DB# 03309 Environmental Project Support

AQCODE: X1

This program provides payments for environmental services for the following activities: preparation of regulatory agency permit applications and permit fees; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources surveys and mitigation; hazardous waste investigations and studies; asbestos surveys and abatement; hydrology/hydraulic investigations and studies; air/noise studies; the US Fish & Wildlife Service liaison agreement; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Delivery CIS Program Category: Capital Program Delivery

Project Manager: Shutz, Tina IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200
Fiscal Year Total		1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200
		Total First Four Years: 4.800				Total Later Fiscal Years: 7.200					

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New Jersey Statewide Program

Draft Version

Various

DB# X15 Equipment (Vehicles, Construction, Safety)

AQCODE: M2

This program provides funding for the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, Highway Advisory Radio System (HARs) trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Support CIS Program Category: Transportation Support Facilities

Project Manager: Longworth, Jack / D'Errico, Anthony IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
Fiscal Year Total		20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
		Total First Four Years: 80.000				Total Later Fiscal Years: 120.000					

DB# X15A Equipment, Snow and Ice Removal

AQCODE: S2

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Transportation Support Facilities

Project Manager: Longworth, Jack / D'Errico, Anthony IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total First Four Years: 16.000				Total Later Fiscal Years: 24.000					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB# 00377 Ferry Program

AQCODE: NRS This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Intermodal Programs CIS Program Category: Multimodal Programs

Project Manager: Clifton, Genevieve IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Mapped: Y**
This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	FBP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total First Four Years: 16.000				Total Later Fiscal Years: 24.000					

DB# X201 Guiderail Upgrade

AQCODE: S9 This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH).

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Road Assets

Project Manager: Blight, Robert IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Streetscape **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	24.000	24.000	24.000	24.000	24.000	24.000	24.000	24.000	24.000	24.000
ERC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
		Total First Four Years: 100.000				Total Later Fiscal Years: 150.000					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB#	97008	High-Mast Light Poles
AQCODE:	NRS	This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Roadway Preservation	CIS Program Category: Bridge Assets
Project Manager:	Bal, Harjit	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Streetscape	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
		Total First Four Years: 8.000				Total Later Fiscal Years: 12.000					

DB#	09388	Highway Safety Improvement Program Planning
AQCODE:	S6	This item consists of three programs- Safety Management System (SMS) safety work program, Rail-Highway safety work program and any local safety plans or planning assistance needs. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with the Safety Improvement Programs in an effort to reduce crashes and crash severity on New Jersey's roadways. The SMS work programs fulfills the staffing needs for the above identified function. The SMS work program also includes funding for Safety Resource center, Highway Safety Improvement Program (on-call) and any staff augmentation contracts. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements. Local safety plans and planning assistance will provide the MPOs with resources to develop plans and safety applications for their sub-regions, if needed.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:		CIS Program Category: Safety Management
Project Manager:	LiSanti, Daniel	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y
	This project may be suitable for ITS treatments.	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	HSIP	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total		10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
		Total First Four Years: 40.000				Total Later Fiscal Years: 60.000					

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New Jersey Statewide Program

Draft Version

Various

DB# 15343 Intelligent Traffic Signal Systems

AQCODE: S7

This program will seek to improve mobility on New Jersey’s arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ’s arterials from NJDOT’s Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.

CMP:Minor SOV Capacity

Municipalities:Planning Center: None

CIS Program Subcategory:CIS Program Category: Congestion Relief

Project Manager:McVeigh, Kelly

IPD:

Mileposts:N/A

Sponsor: NJDOT

Improvement Type:Signal/ITS Improvements

Mapped: Y

This project contains ITS elements.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CMAQ	9.999	10.105	10.262	5.519	8.073	8.776	9.827	9.583	9.335	10.262
ERC	CR-FLEX	9.810	10.026	10.246	10.471	10.701	10.935	11.173	11.417	11.665	11.919
EC	STBGP-FLEX	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500
Fiscal Year Total		23.309	23.631	24.009	19.490	22.274	23.211	24.500	24.500	24.500	25.681
		Total First Four Years: 90.438				Total Later Fiscal Years: 144.665					

DB# 13304 Intelligent Transportation System Resource Center

AQCODE: S7

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

CMP:Not SOV Capacity Adding

Municipalities:Planning Center: None

CIS Program Subcategory:CIS Program Category: Congestion Relief

Project Manager:Mirza, Wasif

IPD:

Mileposts:N/A

Sponsor: NJDOT

Improvement Type:Signal/ITS Improvements

Mapped: Y

This project contains ITS elements.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500
Fiscal Year Total		3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500
		Total First Four Years: 14.000				Total Later Fiscal Years: 21.000					

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New Jersey Statewide Program

Draft Version

Various

DB#	X151	Interstate Service Facilities
AQCODE:	X9	This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Quality of Life	CIS Program Category: Road Assets
Project Manager:	Zelevnock, Andrew	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Fiscal Year Total		0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
		Total First Four Years: 3.000				Total Later Fiscal Years: 4.500					

DB#	23314	ITS Safety Program
AQCODE:	S7	This program uses Highway Safety Improvement Program (HSIP) funding for designing and constructing a functional ITS system addressing safety on arterials, highways and vehicles, which will establish connectivity between the infrastructure users to enable exchange of information for the purpose of safety mitigation and improvement. The program will deploy systems such as, but not limited to, wrong way driving detection and alert systems (WWDD&AS), truck safety warning systems (TSWS), pedestrian passive and dynamic detection systems (PPDDS) and development of other applications to improve safety for all roadway users using ITS as a tool, providing safety mitigation along NJ's roadways.
CMP:		
Municipalities:		Planning Center: None
CIS Program Subcategory:		CIS Program Category: Safety Management
Project Manager:	Ononiwu, Charles	IPD:
Mileposts:		Sponsor: NJDOT
Improvement Type:	Signal/ITS Improvements	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	HSIP	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
		Total First Four Years: 12.000				Total Later Fiscal Years: 18.000					

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New Jersey Statewide Program

Draft Version

Various

DB# 13305 Job Order Contracting Infrastructure Repairs, Statewide

AQCODE: NRS

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge, movable bridge, roadway drainage systems, roadway repair, lighting, basin restoration work, etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

CMP:

Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:

Project Manager:

Miller, John

Mileposts:

N/A

Improvement Type:

Other

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	8.000	8.250	8.500	8.750	9.000	9.250	9.500	9.750	10.000	10.250
EC	STATE	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
Fiscal Year Total		33.000	33.250	33.500	33.750	34.000	34.250	34.500	34.750	35.000	35.250
		Total First Four Years: 133.500				Total Later Fiscal Years: 207.750					

DB# X137 Legal Costs for Right of Way Condemnation

AQCODE: X7

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

CMP:

Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:

Capital Program Delivery

Project Manager:

Maciejunes, Charles

Mileposts:

N/A

Improvement Type:

Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	1.900	1.900	1.900	1.900	1.900	1.900	1.900	1.900	1.900	1.900
Fiscal Year Total		1.900	1.900	1.900	1.900	1.900	1.900	1.900	1.900	1.900	1.900
		Total First Four Years: 7.600				Total Later Fiscal Years: 11.400					

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New Jersey Statewide Program

Draft Version

Various

DB# X186 Local Aid, Infrastructure Fund

AQCODE: NRS Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above \$7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Bruccoleri, Dave IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Roadway Rehabilitation Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	7.500	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000
Fiscal Year Total		7.500	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000
		Total First Four Years:			28.500	Total Later Fiscal Years:			42.000		

DB# X186B Local Aid, State Transportation Infrastructure Bank

AQCODE: NRS Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: Bruccoleri, Dave IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Local County & Municipal Aid Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	22.600	21.000	21.000	21.000	21.000	21.000	21.000	21.000	21.000	21.000
Fiscal Year Total		22.600	21.000	21.000	21.000	21.000	21.000	21.000	21.000	21.000	21.000
		Total First Four Years: 85.600				Total Later Fiscal Years: 126.000					

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New Jersey Statewide Program

Draft Version

Various

DB#	08387	Local Bridges, Future Needs
AQCODE:	S19	Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Local System Support
Project Manager:	Bruccoli, Dave	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	47.300	44.000	44.000	44.000	44.000	44.000	44.000	44.000	44.000	44.000
Fiscal Year Total		47.300	44.000	44.000	44.000	44.000	44.000	44.000	44.000	44.000	44.000
		Total First Four Years: 179.300				Total Later Fiscal Years: 264.000					

DB#	17390	Local Freight Impact Fund
AQCODE:	NRS	Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:		CIS Program Category: Local System Support
Project Manager:	Bruccoli, Dave	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Other	Mapped: Y
	This project may be suitable for ITS treatments.	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	30.100	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000
Fiscal Year Total		30.100	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000
		Total First Four Years: 114.100				Total Later Fiscal Years: 168.000					

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New Jersey Statewide Program

Draft Version

Various

DB#	X98Z	Local Municipal Aid, Urban Aid
AQCODE:	NRS	This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Local Aid	CIS Program Category: Local System Support
Project Manager:	Bruccoli, Dave	IPD:
Mileposts:	N/A	Sponsor: Local Lead
Improvement Type:	Roadway Rehabilitation	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	10.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
Fiscal Year Total		10.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		Total First Four Years: 37.000				Total Later Fiscal Years: 54.000					

DB#	01309	Maritime Transportation System
AQCODE:	NRS	This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Intermodal Programs	CIS Program Category: Multimodal Programs
Project Manager:	Clifton, Genevieve	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Other	Mapped: Y
This project may be suitable for ITS treatments.		

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
Fiscal Year Total		20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
		Total First Four Years: 80.000				Total Later Fiscal Years: 120.000					

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New Jersey Statewide Program

Draft Version

Various

DB# 07332 Minority and Women Workforce Training Set Aside

AQCODE: X2

State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Support CIS Program Category: Capital Program Delivery

Project Manager: Genovese, Tony IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
Fiscal Year Total		1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
		Total First Four Years: 6.000				Total Later Fiscal Years: 9.000					

DB# 13306 Mobility and Systems Engineering Program

AQCODE: S7

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

CMP: Minor SOV Capacity

Municipalities: Planning Center: None

CIS Program Subcategory: Congestion Relief

Project Manager: Patel, Bindesh IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements Mapped: Y

This project contains ITS elements.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
EC	STATE	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
		Total First Four Years: 36.000				Total Later Fiscal Years: 54.000					

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New Jersey Statewide Program

Draft Version

Various

DB# X233 Motor Vehicle Crash Record Processing

AQCODE: X1

The Bureau of Transportation Data and Support (BTDS), Crash Records Unit is responsible for collecting crash reports annually. These records, which are provided by police, are used to identify causes, determine areas of focus, prioritize locations of high crash frequency, and develop effective traffic safety countermeasures. The activities include crash records processing, ARD application, and vendor management for crash records and electronic data transfer.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Safety Management

Project Manager: Khizir, Shazia IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	HSIP	6.400	6.400	6.400	6.400	6.400	6.400	6.400	6.400	6.400	6.400
Fiscal Year Total		6.400	6.400	6.400	6.400	6.400	6.400	6.400	6.400	6.400	6.400
		Total First Four Years: 25.600				Total Later Fiscal Years: 38.400					

DB# X34 New Jersey Rail Freight Assistance Program

AQCODE: NRS

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Intermodal Programs CIS Program Category: Multimodal Programs

Project Manager: Clifton, Genevieve IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
Fiscal Year Total		25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
		Total First Four Years: 100.000				Total Later Fiscal Years: 150.000					

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New Jersey Statewide Program

Draft Version

Various

DB# X200C New Jersey Scenic Byways Program

AQCODE: X8

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for the planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but it's not limited to research leading to the development of themes for byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of byways, activities associated in building strong partnerships between the byways and other groups that can assist them in sustaining and promoting their byways. It also includes updating the signage needed to show designation as a National Scenic Byway, All American Road or NJ State Byway.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: Quality of Life

Project Manager: Shutz, Tina

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	TA-FLEX	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
		Total First Four Years: 2.000				Total Later Fiscal Years: 3.000					

DB# 99372 Orphan Bridge Reconstruction

AQCODE: S19

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Bridge Preservation

Project Manager: Miller, John

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
		Total First Four Years: 12.000				Total Later Fiscal Years: 18.000					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB#	X29	Physical Plant
AQCODE:	NRS	This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Capital Program Support	CIS Program Category: Transportation Support Facilities
Project Manager:	Zeletznock, Andrew	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Other	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
Fiscal Year Total		20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
		Total First Four Years: 80.000				Total Later Fiscal Years: 120.000					

DB#	X30	Planning and Research, Federal-Aid
AQCODE:	X1	Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Capital Program Delivery	CIS Program Category: Capital Program Delivery
Project Manager:	Joshi, Sudhir	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Other	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	LTAP	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
PLS	SPR	39.784	40.301	39.829	27.365	27.913	28.471	29.040	29.621	30.213	30.818
PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000
Fiscal Year Total		51.934	52.451	51.979	39.515	40.063	40.621	41.190	41.771	42.363	42.968
		Total First Four Years: 195.879				Total Later Fiscal Years: 248.976					

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Various

DB#	X10	Program Implementation Costs, NJDOT									
AQCODE:	NRS	This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.									
CMP:	Not SOV Capacity Adding										
Municipalities:						Planning Center: None					
CIS Program Subcategory:	Capital Program Delivery					CIS Program Category: Capital Program Delivery					
Project Manager:	Maciejunes, Charles					IPD:					
Mileposts:	N/A					Sponsor: NJDOT					
Improvement Type:	Other					Mapped: Y					

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	110.000	110.000	110.000	110.000	110.000	110.000	110.000	110.000	110.000	110.000
Fiscal Year Total		110.000	110.000	110.000	110.000	110.000	110.000	110.000	110.000	110.000	110.000
		Total First Four Years: 440.000				Total Later Fiscal Years: 660.000					

DB#	10344	Project Development: Concept Development and Preliminary Engineering		
AQCODE:	X1	<div>This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.</div>		
CMP:	Not SOV Capacity Adding			
Municipalities:			Planning Center: None	
CIS Program Subcategory:			CIS Program Category: Capital Program Delivery	
Project Manager:	Shah, Atul	IPD:		
Mileposts:	N/A	Sponsor: NJDOT		
Improvement Type:	Other	Mapped: Y		

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CD	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total First Four Years: 16.000				Total Later Fiscal Years: 24.000					

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Various

DB# 22353 Protect

AQCODE: NRS Establishes a program for Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). Activities encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

CMP: Municipalities: Planning Center: None
CIS Program Subcategory: CIS Program Category: Capital Program Delivery
Project Manager: Polachak, Amy IPD:
Mileposts: N/A Sponsor: NJDOT
Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	PFP	11.118	11.820	12.537	13.268	14.013	14.773	15.549	16.340	17.146	17.969
PLS	PFP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		12.118	12.820	13.537	14.268	15.013	15.773	16.549	17.340	18.146	18.969
		Total First Four Years: 52.743				Total Later Fiscal Years: 101.790					

DB# X35A Rail-Highway Grade Crossing Program, State

AQCODE: S8 This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.
This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

CMP: Not SOV Capacity Adding
Municipalities: Planning Center: None
CIS Program Subcategory: Safety CIS Program Category: Safety Management
Project Manager: Spiritosanto, Gregory IPD:
Mileposts: N/A Sponsor: NJDOT
Improvement Type: Intersection/Interchange Improvements Mapped: Y
This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CON	STATE	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
Fiscal Year Total		5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
		Total First Four Years: 20.000				Total Later Fiscal Years: 30.000					

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Various

DB# X03A Restriping Program & Line Reflectivity Management System

AQCODE: S11

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: Safety

Project Manager: McCoy, Kurt

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	25.000	25.000	25.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000
Fiscal Year Total		25.000	25.000	25.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000
		Total First Four Years:		91.000		Total Later Fiscal Years:		96.000			

DB# X03E Resurfacing Program

AQCODE: S10

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Roadway Preservation

Project Manager: McCoy, Kurt

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	90.780	90.780	90.780	90.780	90.780	90.780	90.780	90.780	90.780	90.780
Fiscal Year Total		90.780	90.780	90.780	90.780	90.780	90.780	90.780	90.780	90.780	90.780
		Total First Four Years:		363.120		Total Later Fiscal Years:		544.680			

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Draft Version

Various

DB# 99327A Resurfacing, Federal

AQCODE: S10

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.

CMP:	Not SOV Capacity Adding		
Municipalities:	Various	Planning Center:	None
CIS Program Subcategory:	Roadway Preservation	CIS Program Category:	Road Assets
Project Manager:	Polachak, Amy	IPD:	
Mileposts:	N/A	Sponsor:	NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: N	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP	50.000	50.000	50.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000
Fiscal Year Total		50.000	50.000	50.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000
		Total First Four Years: 185.000				Total Later Fiscal Years: 210.000					

DB# 05340 Right of Way Full-Service Consultant Term Agreements

AQCODE: X7

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of \$10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

CMP:	Not SOV Capacity Adding		
Municipalities:		Planning Center:	None
CIS Program Subcategory:	Capital Program Delivery	CIS Program Category:	Capital Program Delivery
Project Manager:	Kook, David	IPD:	
Mileposts:	N/A	Sponsor:	NJDOT
Improvement Type:	Other	Mapped: Y	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ROW	STATE	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050
ROW	STBGP-FLEX	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300
Fiscal Year Total		0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350
		Total First Four Years: 1.400				Total Later Fiscal Years: 2.100					

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Draft Version

Various

DB# X152 Rockfall Mitigation

AQCODE: X13

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Safety Management

Project Manager: Bal, Harjit IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	NHPP						10.000	10.000	10.000	10.000	10.000
Fiscal Year Total							10.000	10.000	10.000	10.000	10.000
		Total First Four Years:				Total Later Fiscal Years:			50.000		

DB# 99358 Safe Routes to School Program

AQCODE: A2

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools. Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Intermodal Programs CIS Program Category: Safety Management

Project Manager: Seaman, Julie IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Bicycle/Pedestrian Improvement Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	TA-FLEX	7.587	7.587	7.587	7.587	7.587	7.587	7.587	7.587	7.587	7.587
Fiscal Year Total		7.587	7.587	7.587	7.587	7.587	7.587	7.587	7.587	7.587	7.587
		Total First Four Years: 30.348				Total Later Fiscal Years: 45.522					

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Draft Version

Various

DB#	13307	Salt Storage Facilities - Statewide							
AQCODE:	NRS	This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.							
CMP:	Not SOV Capacity Adding								
Municipalities:					Planning Center: None				
CIS Program Subcategory:					CIS Program Category: Transportation Support Facilities				
Project Manager:	Zeleznock, Andrew				IPD:				
Mileposts:	N/A				Sponsor: NJDOT				
Improvement Type:	Other				Mapped: Y				

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
		Total First Four Years: 12.000				Total Later Fiscal Years: 18.000					

DB#	X239	Sign Structure Inspection Program							
AQCODE:	X11	This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.							
CMP:	Not SOV Capacity Adding								
Municipalities:					Planning Center: None				
CIS Program Subcategory:	Quality of Life				CIS Program Category: Bridge Assets				
Project Manager:	Bal, Harjit				IPD:				
Mileposts:	N/A				Sponsor: NJDOT				
Improvement Type:	Roadway Rehabilitation				Mapped: Y				

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100
Fiscal Year Total		2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100
		Total First Four Years: 8.400				Total Later Fiscal Years: 12.600					

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Various

DB#	X39	Signs Program, Statewide
AQCODE:	X11	This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, wrong way driving hardware, and improvement and updating of messages.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Quality of Life	CIS Program Category: Road Assets
Project Manager:	Miller, John	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total First Four Years: 16.000				Total Later Fiscal Years: 24.000					

DB#	S2319	SJTPO Carbon Reduction Program
AQCODE:	NRS	The Carbon Reduction Program was established pursuant to Section 11403 of the Infrastructure Investment and Jobs Act (IIJA). Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will reduce carbon emissions. Project eligibility includes establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energy-efficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.
CMP:		
Municipalities:		Planning Center: None
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	Simmons, Jason	IPD:
Mileposts:	N/A	Sponsor: SJTPO
Improvement Type:	Other	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	CR-B50K200K	0.319	0.325	0.331	0.337	0.423	0.429	0.435	0.441	0.447	0.453
Fiscal Year Total		0.319	0.325	0.331	0.337	0.423	0.429	0.435	0.441	0.447	0.453
		Total First Four Years: 1.312				Total Later Fiscal Years: 2.628					

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Various

DB# 19600 Smart and Connect Corridors Program

AQCODE: S7

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages; enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

This project contains ITS elements.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000
Fiscal Year Total		7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000
		Total First Four Years: 28.000				Total Later Fiscal Years: 42.000					

DB# X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal

AQCODE: NRS

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Support CIS Program Category: Capital Program Delivery

Project Manager: Green, Elkins IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
		Total First Four Years: 8.000				Total Later Fiscal Years: 12.000					

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Draft Version

Various

DB# 23313 Specified Safety Program

AQCODE: S2

The specified safety program, eligible for HSIP funding with Bipartisan Infrastructure Law, will address public safety campaigns, facilities enforcement of traffic safety laws, infrastructure-related equipment to support emergency services, and/or to support safe routes to school non-infrastructure-related activities

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: LiSanti, Daniel

Mileposts:

Improvement Type: Other

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	HSIP	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
		Total First Four Years: 8.000				Total Later Fiscal Years: 12.000					

DB# X10A Staff Augmentation

AQCODE: NRS

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:

Project Manager: Polachak, Amy

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		Total First Four Years: 4.000				Total Later Fiscal Years: 6.000					

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Draft Version

Various

DB#	X150	State Police Enforcement and Safety Services			
AQCODE:	NRS	This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.			
CMP:	Not SOV Capacity Adding				
Municipalities:					Planning Center: None
CIS Program Subcategory:	Capital Program Delivery				CIS Program Category: Capital Program Delivery
Project Manager:	Balluch, Albert				IPD:
Mileposts:	N/A				Sponsor: NJDOT
Improvement Type:	Other				Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
Fiscal Year Total		15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
		Total First Four Years: 60.000				Total Later Fiscal Years: 90.000					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB# 13308 Statewide Traffic Operations and Support Program

AQCODE: S7

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

CMP:Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:Planning Center: None

Project Manager: Cowan, SalvatoreCIS Program Category: Congestion Relief

Mileposts: N/AIPD:

Improvement Type:Signal/ITS ImprovementsSponsor: NJDOT

This project contains ITS elements.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
Fiscal Year Total		17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
		Total First Four Years: 68.000				Total Later Fiscal Years: 102.000					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB# 17353 Storm Water Asset Management

AQCODE: S2

This program maintains NJDOT compliance with USEPA water quality objectives and NJDEP storm water management regulations. It also ensures the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan evaluates and prioritizes needed repairs to storm water features, maintaining the integrity of the storm water system. The plan helps to minimize potential roadway flooding, and provides pollution prevention and abatement activities, which address stormwater management and control related to highway construction and/or due to highway runoff. The plan will identify all storm water features/assets owned or operated by NJDOT, assess conditions of the assets, develop plans for needed repairs to preserve the integrity of the assets, prioritize and conduct required repairs, and perform inspections to ensure repairs are completed in accordance with approved plans.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Road Assets

Project Manager: Sweet, James IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STBGP-FLEX	2.484	2.858	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
ERC	TA-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		3.484	3.858	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
		Total First Four Years: 15.342				Total Later Fiscal Years: 24.000					

DB# 14300 Title VI and Nondiscrimination Supporting Activities

AQCODE: NRS

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Capital Program Delivery

Project Manager: Tilghman-Ansley, Vicki IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
		Total First Four Years: 0.400				Total Later Fiscal Years: 0.600					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB# X66

Traffic Monitoring Systems

AQCODE: X1

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Weigh-in-Motion and Traffic Volume Systems; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Delivery CIS Program Category: Congestion Relief

Project Manager: Choborda, Stephen IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements Mapped: Y

This project contains ITS elements.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PLS	NHPP	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000
EC	STATE	1.490	1.490	1.490	1.490	1.490	1.490	1.490	1.490	1.490	1.490
Fiscal Year Total		13.490	13.490	13.490	13.490	13.490	13.490	13.490	13.490	13.490	13.490
		Total First Four Years: 53.960				Total Later Fiscal Years: 80.940					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB# X47 Traffic Signal Replacement

AQCODE: X1

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Road Assets

Project Manager: Black, Daniel IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total		10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
		Total First Four Years: 40.000				Total Later Fiscal Years: 60.000					

DB# X244 Training and Employee Development

AQCODE: X1

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Support CIS Program Category: Capital Program Delivery

Project Manager: Janiszewski, Kim IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
Fiscal Year Total		2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
		Total First Four Years: 10.000				Total Later Fiscal Years: 15.000					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB#	01316	Transit Village Program
AQCODE:	X1	This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Local Aid	CIS Program Category: Local System Support
Project Manager:	Bruccoli, Dave	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bicycle/Pedestrian Improvement	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		Total First Four Years: 4.000				Total Later Fiscal Years: 6.000					

DB#	X107	Transportation Alternatives Program
AQCODE:	X12	This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.
CMP:	Not SOV Capacity Adding	
Municipalities:		Planning Center: None
CIS Program Subcategory:	Quality of Life	CIS Program Category: Local System Support
Project Manager:	Seaman, Julie	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Streetscape	Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	TA-B50K200K	0.439	0.448	0.457	0.467	0.477	0.487	0.497	0.508	0.519	0.530
ERC	TA-B5K50K	0.439	0.448	0.457	0.467	0.477	0.487	0.497	0.508	0.519	0.530
ERC	TA-FLEX	3.614	3.898	4.188	4.483	4.785	5.092	5.406	5.726	6.052	6.385
ERC	TA-L5K	1.074	1.097	1.120	1.144	1.168	1.193	1.218	1.243	1.270	1.297
Fiscal Year Total		5.565	5.890	6.222	6.561	6.907	7.259	7.618	7.985	8.359	8.740
		Total First Four Years: 24.239				Total Later Fiscal Years: 46.868					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB# X126 Transportation Research Technology

AQCODE: X1

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

CMP:Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:Capital Program Delivery

Project Manager:Gendek, Amanda

Mileposts:N/A

Improvement Type:Other

Planning Center:None

CIS Program Category:Capital Program Delivery

IPD:

Sponsor:NJDOT

Mapped:Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700
Fiscal Year Total		1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700
		Total First Four Years: 6.800				Total Later Fiscal Years: 10.200					

DB# 23315 Tunnel Inspection, NTIS

NEW

AQCODE: NRS

This program will provide funding for the inspection of highway-carrying tunnels to ensure the safety of the motoring public.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:Bal, Harjit

Mileposts:N/A

Improvement Type:Other

Planning Center:None

CIS Program Category:Bridge Assets

IPD:

Sponsor:NJDOT

Mapped:Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	NHPP	0.100	0.300	0.100	0.325	0.100	0.650	0.100	0.800	0.100	0.900
Fiscal Year Total		0.100	0.300	0.100	0.325	0.100	0.650	0.100	0.800	0.100	0.900
		Total First Four Years: 0.825				Total Later Fiscal Years: 2.650					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB# X11 Unanticipated Design, Right of Way and Construction Expenses, State

AQCODE: X2 This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Delivery CIS Program Category: Capital Program Delivery

Project Manager: Polachak, Amy IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	STATE	40.900	63.900	63.900	63.900	63.900	63.900	63.900	63.900	63.900	63.900
Fiscal Year Total		40.900	63.900	63.900	63.900	63.900	63.900	63.900	63.900	63.900	63.900
		Total First Four Years: 232.600				Total Later Fiscal Years: 383.400					

DB# X182 Utility Reconnaissance and Relocation

AQCODE: X2 This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Delivery CIS Program Category: Road Assets

Project Manager: Martorana, Vince IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STATE	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
Fiscal Year Total		2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
		Total First Four Years: 10.000				Total Later Fiscal Years: 15.000					

DVRPC FY2024 TIP for New Jersey

New Jersey Statewide Program

Draft Version

Various

DB# 19332 Vegetation Safety Management Program

AQCODE: X9

This program uses Highway Safety Improvement Program (HSIP) funding to address Fixed Object crashes involving trees along NJ's roadways. This program includes, but is not limited to, guiderail, clear zone restoration/ROW fencing and other safety countermeasures that can be installed by maintenance.

CMP:

Municipalities:
CIS Program Subcategory:
Project Manager: Layne, Kendrick
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Safety Management
IPD:
Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
ERC	HSIP	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
		Total First Four Years: 12.000				Total Later Fiscal Years: 18.000					

DB# X199 Youth Employment and TRAC Programs

AQCODE: NRS

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Capital Program Support
Project Manager: Section, Chrystal
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
EC	STBGP-FLEX	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350
Fiscal Year Total		0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350
		Total First Four Years: 1.400				Total Later Fiscal Years: 2.100					

Total for Various:

1,429.706	1,464.283	1,474.863	1,391.201	1,328.831	,364.708	1,364.296	1,385.982	,387.197	1,402.907	
Total First Four Years:				5,760.053		Total Later Fiscal Years:				8,233.921



8.5 Study and Development Projects



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DVRPC FY2024 TIP for New Jersey

Study and Development Program

Draft Version

Burlington

DB# D2201 CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement

AQCODE: X1

The study will be conducted as part of DVRPC's Local Concept Development Program in order to explore ways to improve safety and efficiency of three intersections of CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road, in Moorestown Township that form a three-intersection triangle. Two intersections have a skewed alignment and substandard sight distance. The intersection of CR 614 (Tom Brown Road) and New Albany Road is a 4-way stop and has previously been identified by DVRPC as a high crash location in the Highway Safety Improvement Program (HSIP) eligibility rankings (2018). The LCD study shall focus on developing a concept for improving the safety and efficiency of the three intersections for motorists, bicyclists and pedestrians. The concept/location of modern roundabout(s) shall be included in the study.

CMP:

Municipalities: Moorestown Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: IPD:

Mileposts: Sponsor: Burlington County

Improvement Type: Intersection/Interchange Improvements Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DB# D2212 Parkers Creek Bridge on Centerton Road

AQCODE: X1

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification. The Burlington County Bridge No. C4.13 Parkers Creek Bridge on Centerton Road bridge is a single span (38 feet), concrete arch widened with pre-stressed concrete voided slab beams. The Parkers Creek Bridge carries Centerton Road over the creek with 2 lanes of opposing traffic and approximately 3.5' shoulders on each side of the road. The bridge is individually historically eligible (source: NJDOT Historic Bridge Survey). Improvements are needed for this bridge due to the structure's age (over 100 years), structurally deficient status, scour critical status, and lack of original construction and foundation plans.

CMP:

Municipalities: Mount Laurel Township; Moorestown Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: IPD:

Mileposts: Sponsor: Burlington County

Improvement Type: Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Study and Development Program

Draft Version

Burlington

DB#	22336	Route 130, Union Landing Road to Wharf Street		NEW
AQCODE:	X1	This project will provide for the improvement of safety and operate efficiently is needed at Route 130, Union Landing Road to Wharf Street		
CMP:				
Municipalities:	Cinnaminson Township; Delran Township		Planning Center: None	
CIS Program Subcategory:			CIS Program Category: Safety Management	
Project Manager:	McAllister, James		IPD:	
Mileposts:	38.28-41.05		Sponsor: NJDOT	
Improvement Type:	Other		Mapped: Y	

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DB#	20336	Route 206 NB & SB, Bridges over Crosswicks Creek		NEW
AQCODE:	X1	Route 206 NB & SB, Bridges over Crosswicks Creek. Bridge rehabilitation/ Replacement		
CMP:				
Municipalities:	Bordentown Township		Planning Center: None	
CIS Program Subcategory:			CIS Program Category: Bridge Assets	
Project Manager:	Farooqi, Wajiha		IPD:	
Mileposts:	38.46 NB - 38.46 NB		Sponsor: DVRPC	
Improvement Type:	Bridge Repair/Replacement			Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Study and Development Program

Draft Version

Burlington

DB# 20337 Route130, CR 543 (Beverly Road) to Lagorce Blvd

AQCODE: X1 Improvement of safety, security, mobility,accessibility and reliability and respect the envionrment needed at Route130, CR 543 (Beverly Road) to Lagorce Blvd.Safety concerns

CMP:

Municipalities:	Burlington City	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Safety Management
Project Manager:	Kasbekar, Mike	IPD:	
Mileposts:	45.25 - 47.55	Sponsor:	NJDOT
Improvement Type:	Bicycle/Pedestrian Improvement	Mapped:	Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

Total for Burlington:

0.000											
Total First Four Years: 0.000				Total Later Fiscal Years:							

DVRPC FY2024 TIP for New Jersey

Study and Development Program

Draft Version

Camden

DB#	X227A2	Route 168, I-295 Interchange Improvements	NEW
AQCODE:	X1	This project will address alternatives to improve traffic safety and congestion on Route 295 and Route 168 in the vicinity of the interchange.	
CMP:	Not Yet Determined	Adding Subcorr(s): 2B	
Municipalities:	Haddon Heights Borough; Mount Ephraim Borough	Planning Center: None	
CIS Program Subcategory:	Safety	CIS Program Category: Safety Management	
Project Manager:	Maevsky, Andrew	IPD:	
Mileposts:	7.17 - 7.73	Sponsor: NJDOT	
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y	

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

Total for Camden:		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DVRPC FY2024 TIP for New Jersey

Study and Development Program

Draft Version

Gloucester

DB# D2214 Floodgate Road, Bridge over Repaupo Creek (Bridge 3-D-1)

AQCODE: This Local Concept Development study from the DVRPC FY2023 UPWP aims to identify and select a preliminary preferred alternative that will improve the Floodgate Road Bridge over Repaupo Creek and remove any substantial deficiencies including any functional obsolete rating. The bridge is the only means of access to the Delaware River levee system, floodgates and storm water pumping station which protect the Gibbstown section of Greenwich Township. The current weight restriction on the bridge limits the ability to utilize heavy machinery and delivery of materials to this vital protection system for a large portion of Greenwich Township and is needed for emergency management measures. Additionally, there is a park and a small community on the one side of the bridge without alternative access that relies on the bridge. The small community of under a dozen homes has no sewer service and requires septic pumping on a regular basis; however, the current weight restriction limits the ability to utilize standard septic disposal trucks, as well as standard heating oil delivery trucks to service this community. The bridge sufficiency rating is 40.6.

CMP:

Municipalities: Logan Township; Greenwich Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: IPD:

Mileposts: Sponsor: Gloucester County via DVRPC's FY2023 UPWP

Improvement Type: Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
LCD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DB# 19312 Route 45, Bridge over Branch of Mantua Creek NEW

AQCODE: X1 Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

CMP:

Municipalities: Mantua Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Kennard, Amy IPD:

Mileposts: 22.27-22.27 Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

Total for Gloucester:

0.000	
Total First Four Years: 0.000	Total Later Fiscal Years:

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CHAPTER 9: Major Project Status Report

Federal regulations require that the Draft TIP for New Jersey lists major projects from the current-but-soon-to-be-previous TIP and identify any significant delays in the planned implementation. The list of major projects from the FY2022 TIP's regional DVRPC Highway Program and their statuses is provided below. DVRPC defines a "major project" as any DVRPC regional Highway Program project in the previous TIP that has a total four-year program cost above the average of the four-year total cost of all projects listed in the previous TIP's regional Highway Program, is listed on the DVRPC Long-Range Plan, or is non-exempt from regional air quality conformity. In the FY2022 TIP, the average total programmed cost over the FY22 - FY25 period is \$10.515 million. Costs in Table 41 below are shown in millions.

Table 39: Major Project Status Listings

DB #	PROJECT TITLE	FY22-FY25 COST	STATUS AS OF MAY 2023
BURLINGTON COUNTY			
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	\$17.001	Right-of-Way (ROW) expected to be authorized in June 2023. Utility work expected to be authorized in February 2024. ROW availability and Plans, Specifications, and Estimates (PS&E) certification anticipated in October 2025. Anticipated to receive authorization to advertise for Construction in November 2025. Contract anticipated to be awarded in February 2026. Substantial completion anticipated in April 2027.
9212C	Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)	\$6.700	Substantial completion of the project expected by July 2023.
17411	CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)	\$3.450	Concept Development completed in FY20.
CAMDEN COUNTY			
355E	Route 295/42/I-76, Direct Connection, Contract 4	\$156.147	Expected to receive authorization to advertise for Construction in 2027. Contract expected to be awarded in 2027. Substantial completion anticipated in 2032.
11326A	Route 76, Bridges over Route 130	\$52.782	Utility work expected to be authorized in June 2024. Expected to receive PS&E certification and authorization to advertise for Construction in September 2026. Contract anticipated to be awarded in December 2026. Substantial completion expected in September 2027.

Table 41: Major Project Status Listings (Continued)

DB #	PROJECT TITLE	FY22-FY25 COST	STATUS AS OF MAY 2023
CAMDEN COUNTY (Continued)			
11326B	Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2	\$7.400	Substantial completion of the project expected by August 2023.
11326C	Route 76/676 Bridges and Pavement, Contract 3	\$81.700	Utility work is expected to be authorized in May 2024. PS&E expected to be certified in August 2024. Expected to receive authorization to advertise for Construction in August 2024. Contract expected to be awarded in October 2024. Substantial completion expected in 2026.
11371	Route 47, Bridge over Big Timber Creek	\$57.100	Utility work anticipated to be authorized in July 2023. ROW availability anticipated in May 2023. Expected to receive PS&E certification and authorization to advertise for Construction in April 2023. Contract anticipated to be awarded in June 2023. Substantial completion anticipated in September 2024.
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	\$18.800	Utility work is expected to be authorized in October 2023. ROW availability anticipated in August 2024. Expected to receive PS&E certification and authorization to advertise for Construction in September 2024. Contract anticipated to be awarded in December 2024. Substantial completion anticipated in March 2027.
15375	Route 30, Cooper Street to Grove Street	\$11.650	Concept Development is expected to be completed in April 2023. Utility work anticipated to be authorized in May 2023. ROW work is expected to be authorized in June 2023 and ROW availability anticipated in May 2024. Expected to receive PS&E certification in October 2024. Expected to receive authorization to advertise for Construction in September 2024. Contract anticipated to be awarded in January 2025. Substantial completion anticipated in August 2025.
D1914	Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)	\$10.573	Local concept development completed. Project moving to Design Phase.

Table 41: Major Project Status Listings (Continued)

DB #	PROJECT TITLE	FY22-FY25 COST	STATUS AS OF MAY 2023
GLOUCESTER COUNTY			
14426	Route 130, Bridge over Big Timber Creek	\$77.000	Substantial completion anticipated in February 2025.
12306	Route 42, Kennedy Ave. to Atlantic City Expressway	\$57.300	Utility work anticipated to be authorized in July 2023. ROW availability anticipated in July 2023. Expected to receive PS&E certification in August 2023. Expected to receive authorization to advertise for Construction in August 2023. Contract anticipated to be awarded in October 2023. Substantial completion anticipated in January 2025.
355A	Route 295/42, Missing Moves, Bellmawr	\$20.000	County has not received final approval from NJDOT on designer contract modification to start FD. Construction is expected to be funded with County bond funds.
21366	Rowan University Fossil Park Roadway and Intersection Improvement at Woodbury Glassboro Road (CR 553)	\$12.000	Site work underway, substantial completion anticipated by end of 2023.
MERCER COUNTY (Continued)			
99362	Trenton Amtrak Bridges	\$59.200	Environmental document expected to be complete in May 2023. Utility and ROW work expected to be authorized in 2024. ROW availability and PS&E certification expected in November 2025. Expected to receive authorization to advertise for Construction in December 2025. Contract expected to be awarded in 2026. Substantial completion anticipated in April 2029.
07319B	Route 29, Cass Street to Calhoun Street, Drainage	\$42.522	Substantial completion anticipated in September 2023.
D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek	\$36.300	County has not received final approval from NJDOT on designer contract modification to start FD. Construction is expected to be funded with County bond funds.
11309	Route 130, Westfield Ave. to Main Street	\$11.898	Anticipated to have a construction contract awarded in June 2023. Substantial completion anticipated in November 2024.
L064	Route 206, South Broad Street Bridge over Assunpink Creek	\$11.249	Substantial completion anticipated in May 2025.
D0701	Princeton-Hightstown Road Improvements, CR 571	\$10.238	Delay Construction from FY22 to FY23.

Table 41: Major Project Status Listings (Continued)

DB #	PROJECT TITLE	FY22-FY25 COST	STATUS AS OF MAY 2023
MERCER COUNTY (Continued)			
17419	Route 1, Alexander Road to Mapleton Road	\$7.500	Public Information Center expected to be held in July 2023. FD authorization anticipated in May 2024.
D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)	\$4.500	Concept Development completed, moving to Design in FY23.
D2023	Circulation Improvements Around Trenton Transit Center	\$0.300	Concept Development completed. Preliminary Engineering delayed from FY22 to FY23.

Sources: NJDOT Project Reporting System (PRS), April 2023; DVRPC, 2023; FY2022 Obligation Report



APPENDIX A

Resolutions

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RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of the Conformity Finding of the DVRPC *Connections 2050* Long-Range Plan (*Plan*),
Draft FY2024 New Jersey and FY 2023 Pennsylvania Transportation Improvement Programs
(*TIPs*)**

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia-Camden-Trenton metropolitan area as required by section 134 of the United States Code (U.S.C.) Title 23 and section 1607 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and Transportation Improvement Programs be developed and updated by MPO's, approved by the Governor, reviewed by the Federal Transit Administration and the Federal Highway Administration; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of State Implementation Plans (SIPs) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (US EPA) in November 1993 and amended in March 2012; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, Delaware County has been designated a maintenance area for the 2012 annual fine particulate matter (PM_{2.5}) standard, and the nine-county planning area is part of two maintenance areas for the annual and 24-hour PM_{2.5} standards; as required by CAAA under the respective ozone and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, on July 25, 2007, the Area has been re-designated under the 1997 8-hour ozone standard as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the State Implementation Plans (SIPs) and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone areas, and this area was maintenance for the 1997 ozone standard at the time the 1997 ozone revocation in 2015. An air quality analysis and conformity determination of the TIP for the 1997 ozone standard has also been prepared. This conformity determination demonstrates that the requirements of 40 CFR Part 93 are met; and,

WHEREAS, the former CO Maintenance Areas in the region have successfully maintained the CO NAAQS for twenty years, and as of December 2017, DVRPC is no longer required to demonstrate conformity for CO; and,

WHEREAS, there exist SIP motor vehicle emissions budgets (MVEBs) governing ozone precursors, direct PM_{2.5}, and PM_{2.5} precursors for transportation conformity purposes in the nine-county DVRPC planning area; and,

WHEREAS, applicable SIP budget tests are performed for ozone and PM_{2.5} in the areas where there are existing SIP MVEBs; and,

WHEREAS, DVRPC has completed the conformity analysis of the Plan and TIP according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors are less than the established MVEB test for the 1997, 2008, and 2015 ozone standard, and below the established MVEB test for PM_{2.5} and PM_{2.5} precursor NO_x in the relevant PM_{2.5} maintenance areas, and,

WHEREAS, DVRPC has provided a reasonable opportunity for citizens, transit users, and all interested parties to participate and have their views considered in the development and adoption of this conformity determination;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission determines that the DVRPC *Connections 2050* Long-Range Plan, the Draft FY2024 TIP for New Jersey, and the FY2023 TIP for Pennsylvania conform to the relevant State Implementation Plans, all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 28th day of September by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY24-001.

Renee
Wise

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Renee Wise, Recording Secretary

RESOLUTION

By the Board of the Delaware Valley Regional Planning Commission

ADOPTION OF AMENDMENT 2 TO THE *CONNECTIONS 2050 PLAN FOR GREATER PHILADELPHIA*, UPDATING THE LONG-RANGE PLAN FOR THE DVRPC REGION

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, the DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia, Camden, and Trenton metropolitan area as required by Title 23 Section 134 and Title 49 Section 1607 of the U.S. Code; and,

WHEREAS, such MPOs are required at a minimum to update long-range, regional transportation plans every four years, keeping with the planning requirements set forth in Title 23 Part 450 Subpart C of the Code of Federal Regulations; and,

WHEREAS, the *Connections 2050 Plan* for Greater Philadelphia, the Long-Range Plan for the Greater Philadelphia region, was adopted by the DVRPC Board in September of 2021; and,

WHEREAS, in between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost, scope, or funding status of Major Regional Projects—as outlined in Appendix of the *Connections 2050 Process and Analysis Manual*—to ensure the Plan remains aligned with the regional Transportation Improvement Program (TIP) and state programs for Pennsylvania and New Jersey.

WHEREAS, Amendment 2 to the *Connections 2050 Plan* identifies 16 Major Regional Projects that saw changes in their scope, timing and/or cost via TIP action, and therefore required a Plan Amendment, public review and comment, re-determination of fiscal constraint, and transportation conformity; and,

WHEREAS, copies of the draft Amendment to the *Connections 2050 Plan* were released for public comment from July 17 through August 18 of 2023 with one in-person public meeting held on July 31 and one virtual public meeting held on August 10; and,

WHEREAS, DVRPC is able to maintain fiscal constraint of projects in the Funded Plan with respect to reasonably anticipated revenue, an agreed-upon four percent cap on regional investments to roadway system expansion, and a reasonable expectation of funding for Externally Funded projects; and,

WHEREAS, a demonstration of conformity has been conducted indicating that emissions of transportation-related pollutants will not exceed the applicable attainment budgets and interim regional emissions analysis, and DVRPC certifies that the *Connections 2050 Plan* will conform to the purposes of the State Implementation Plans of Pennsylvania and New Jersey, and the Clean Air Act as amended under the Final Conformity Rule promulgated by the United States Environmental Protection Agency; and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations;

NOW, THEREFORE, BE IT RESOLVED, that Amendment 2 to the *Connections 2050 Plan for Greater Philadelphia*, the Long-Range Plan for the Greater Philadelphia region, is adopted.

Adopted this 28th day of September 2023

By the Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY24-002.

Renee Wise

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Renee Wise, Recording Secretary

B-FY24-002

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of the DVRPC FY2024 Transportation Improvement Program (TIP)
for New Jersey (FY24-FY27)**

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine-county Philadelphia, Camden, and Trenton metropolitan areas as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, the nine-county planning area is part of two maintenance areas for the 2012 annual and 2006 24-hour fine particulate matter (PM_{2.5}) standards, and Delaware County has been designated a maintenance area for the 2012 annual PM_{2.5} standard, as required by CAAA under the respective ozone, CO, and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993 and amended by guidance issued in March 2012; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the 1990 Clean Air Act Amendments (CAAA) requirements by meeting criteria described in the Final Rule, and,

WHEREAS, DVRPC has completed conformity analysis of the TIP and the Long-Range Plan according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors, direct PM2.5 and PM2.5 precursors are less in 2025, 2035, 2045, and 2050 and direct PM2.5 and PM2.5 precursors in Delaware County are less in 2030 than the applicable established budgets for the respective analysis year; and that the region is no longer required to demonstrate conformity for CO, and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the projects included in this TIP have been drawn from a long-range plan developed in accordance with this certified planning process and the TIP and long-range plan have been found to conform to all applicable state and federal laws and rules pertaining to air quality, and,

WHEREAS, the DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's Connections 2050 Long-Range Plan, as well as local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Greater Philadelphia region to expect to receive; and,

WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24-FY27) as the region's official selection of transportation projects for federal funding.

BE IT FURTHER RESOLVED, that the Delaware Valley Regional Planning Commission determines that the FY2024 Transportation Improvement Program for New Jersey (FY24-FY27) conforms to the State Implementation Plan of New Jersey and is consistent with the Final Conformity Rule.

Adopted this 28th day of September 2023 by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY24-003.

Renee Wise

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Renee Wise, Recording Secretary

RESOLUTION No. B-FY23-004

by the Board of the Delaware Valley Regional Planning Commission (DVRPC)

DVRPC SELF CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING and PROGRAMMING PROCESS

WHEREAS, the US DOT Metropolitan Transportation Planning and Programming Regulations (23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A) which implement the planning provisions of 23 USC Section 134 and 49 U.S.C. Section 5303, requires the Metropolitan Planning Organization (MPO) to certify, concurrent with the submittal of the Transportation Improvement Program (TIP), that its transportation planning and programming process is in conformance with all applicable federal laws and regulations; and

WHEREAS, the Federal Planning and Programming Regulations (23 U.S.C. 134 (c)(3)) which require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process have been met; and

WHEREAS, in nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504 and 7506 (c) and (d)) and 40 CFR Part 93, which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

WHEREAS, individuals, affected public agencies, representatives of transportation agency employees, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators and employer-based commuting programs), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties were provided with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, the TIP has been financially constrained as required by 23 CFR 450.326(j) of the Planning Regulations and FTA policy on the documentation of financial capacity published in FTA Circular 7008.1A, and it includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and DVRPC is supportive of innovative financing techniques; and

WHEREAS, the Congestion Management Process (CMP) requirements of 23 CFR 450.322 for non-attainment Transportation Management Areas have been met; and

WHEREAS, 23 U.S.C. 150, 23 CFR Part 450 and 49 CFR part 613 requires an MPO to establish and use a performance-based approach to transportation decision making, DVRPC continues to work with its partners to integrate performance measures and targets into the development of the Long-Range Plan, the TIP, the CMP, and other appropriate regional planning documents in accordance with federal and state statutes and guidance; and

WHEREAS, 49 U.S.C. 5310 and FTA C 9070.1G require the collaborative development of a Coordinated Public Transit-Human Services Transportation Plan (CHSTP) which follows the update cycle of the metropolitan long-range plan, and DVRPC's state, county, and transit agency partners rely on DVRPC as the steward of the Coordinated Plan for our region, and the Coordinated Plan of record for our Pennsylvania counties, DVRPC convenes our partners to maintain an updated plan (currently titled Equity Through Access) on the required cycle; and

WHEREAS, the Fixing America's Surface Transportation (FAST) Act (PL 114-94), of December 4, 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: Section 450.306 (b)(9) – improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and Section 450.306 (b)(10) – enhance travel and tourism, DVRPC continues to work with its partners to incorporate these newest factors into the planning process while continuing to incorporate all ten Planning Factors into the planning process; and

WHEREAS, the provision of 49 CFR Part 20 regarding restrictions on lobbying – that no Federal appropriated funds have been paid or will be paid, by or on behalf of the commission – have been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. § 2000d-1), Non-discrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (49 CFR Part 21), U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964 (28 C.F.R. section 50.3), and the Title VI assurances executed by each state under 23 U.S.C. Section 324 and under 29 U.S.C. 794 have been met and the requirements of Executive Order # 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and

WHEREAS, all activities are carried out in accordance with 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; and

WHEREAS, all activities are carried out in accordance with the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38, the Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age; Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, all activities are carried out in accordance with Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects; and

WHEREAS, all activities are carried out in accordance with 23 CFR Part 230 and 49 CFR Part 21 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highways construction contracts; and

WHEREAS, the Commission has developed and implemented a system to provide services to those with Limited English Proficiency (LEP) so persons can have meaningful access to the Commission's services as required by Executive Order #13166 (Improving Access to Services for Persons with Limited English Proficiency) are being addressed; and

WHEREAS, on October 12-13, 2022, FTA and FHWA conducted the four-year Federal Certification Review of DVRPC's metropolitan transportation planning process for the Philadelphia urbanized area, and certified DVRPC's process on February 15, 2023; and

WHEREAS, provisions of 23 CFR Part 450.310 (d) (1) (ii) and 49 CFR Part 613.100, require MPOs policy boards to include officials of public agencies that provide public transportation, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d) (4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of DVRPC's Regional Technical Committee and, continuing to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item; and

WHEREAS, DVRPC certifies that it qualifies for the exception referred to above by meeting the specification which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991; and

WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's residents and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, that in accordance with 23 CFR 450.336, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine-county Philadelphia, Camden, and Trenton metropolitan areas, certifies that the metropolitan transportation planning and programming process is being carried out in conformance with all applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged or underserved, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning and Programming.

I certify that this is a true and correct copy of Resolution No. B-FY23-004

Renee Wise Digitally signed by Renee Wise
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Renee Wise, Recording Secretary

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APPENDIX B

Financial Tables Used in
Developing the Program,
Including the STIP Introduction

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FY 2024 – 2033

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

a. Overview

This document is the Statewide Transportation Improvement Program (STIP) for the State of New Jersey for federal fiscal years (FY) 2024 (beginning October 1, 2023) through FY 2027 (ending September 30, 2027), with an additional six years for information, FY 2028 – FY 2033.

The STIP serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. Second, it serves as the reference document, required under federal regulations (23 CFR 450.216), for use by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in approving the expenditure of federal funds for transportation projects in New Jersey. The STIP is a valuable reference for implementing agencies such as the New Jersey Department of Transportation (NJDOT), New Jersey Transit Corporation (NJ TRANSIT), and all other parties interested in transportation issues in the state.

Federal legislation requires that each state develop one multimodal STIP for all areas of their state. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as three regional Transportation Improvement Programs (TIPs), which are developed by the three Metropolitan Planning Organizations (MPOs) covering the state. Those three TIPs contain local and state highway projects, statewide line items and programs, and public transit and authority-sponsored projects.

This STIP conforms to, and in many cases exceeds, the specific requirements of the federal regulations:

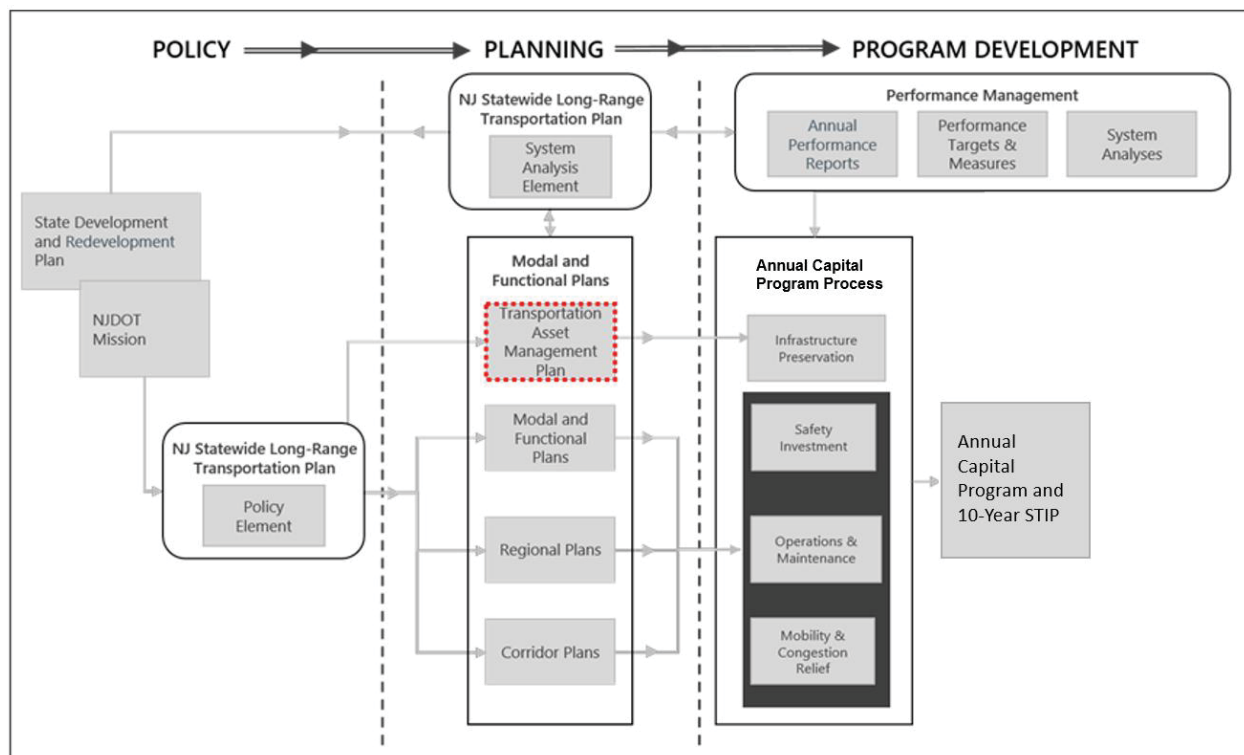
1. It lists the priority projects programmed for the first four (4) years of the planning period. It also includes a priority list of projects to be funded over an additional six (6) years.
2. It is fiscally constrained for the entire 10 years (A detailed discussion of fiscal constraint is found in subsection “i”).
3. It contains all regionally significant projects, regardless of funding source.
4. It contains all projects programmed for federal funds.
5. It contains, for information, state-funded projects and programs.
6. It contains expansive descriptive information.

Finally, the STIP is a 10-year plan that is fiscally constrained based on federal estimated resources increasing annually for the NJDOT and NJ TRANSIT, based on the Infrastructure, Investment, and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”). The IIJA is a once-in-a-generation investment in our infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build our safe, resilient, and equitable transportation future. State resources — consisting of the Transportation Trust Fund (TTF) — are assumed to remain flat. More information regarding IIJA can be found [Bipartisan Infrastructure Law - FHWA | Federal Highway Administration \(dot.gov\)](#).

b. Performance-based Planning and Asset Management

The NJDOT implemented an Asset Management policy detailing the agency's objectives and measures. This policy is the official institutional approach to managing infrastructure assets and making capital investment decisions related to these assets. This approach serves to support and complement the 10-year Statewide Capital Investment Strategy (SCIS), the 10-year STIP, the annual Transportation Capital Program, and the biennial Study and Development Program. The diagram below (Figure 1) displays the relationship between the NJDOT's various planning documents and the development of the STIP.

Figure 1



The NJDOT recognizes that there are ever-increasing challenges to funding transportation improvements. Asset management offers an alternative to focusing solely on problem spots and/or the worst conditions. The NJDOT defines asset management as, “the systematic process of maintaining, upgrading, and operating physical assets cost-effectively.”

Performance-based Planning and Performance Management defines the broader use of performance to manage and improve the transportation system. Asset Management focuses on the subset of Performance-based Planning and Performance Management related to physical assets. However, the NJDOT has used, and is continuing to use, a Performance-based Planning approach to make capital investment choices. The NJDOT continues to seek out and utilize the best data and predictive models to make the most effective, efficient, and informed investment choices.

In 2017, the NJDOT updated its Transportation Asset Management Policy to adopt transportation asset management as the official institutional approach to preserve the Department's infrastructure assets. The policy reflects the Department's commitment to apply a performance-based approach to managing transportation system performance outcomes. Transportation Asset Management is the application of this approach to manage the condition of infrastructure assets.

In 2022, NJDOT prepared the New Jersey Transportation Asset Management Plan (TAMP), which has been certified by the FHWA. In June 2022, FHWA issued its 2021 consistency determination, affirming that NJDOT developed and implemented the NJ TAMP consistent with federal requirements. The TAMP documents the risk-based approach for management of the National Highway System and State Highway System assets in NJ, identifies State of Good Repair Objectives for assets, and outlines investment strategies to achieve these objectives. The TAMP represents National Highway System (NHS) assets, regardless of ownership. In New Jersey, the NHS is owned by NJDOT, as well as multiple transportation authorities and commissions, counties and municipalities. The NJDOT continuously engaged with the state's three MPOs during the TAMP development process, enabling the Department to inform, collaborate, and coordinate with all NHS owners to obtain condition data and investment information. More information regarding the TAMP can be found at <https://www.state.nj.us/transportation/about/asset/> and [2022TAMPFactSheets.pdf \(state.nj.us\)](#).

NJDOT has submitted Performance Measure (PM) targets to FHWA for Safety (PM1), Infrastructure (PM2), and System Performance (PM3). PM1 requires State DOTs to set targets for safety-related performance measures. Since 2017, Safety Performance target setting and reporting is performed annually. PM2 sets targets for pavement condition and bridge condition on the NHS, including the Interstate. PM3 assesses the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, as well as freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP). Performance Measures and Targets are summarized in Figures 2 and 3.

Figure 2 Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition	62.1%			75.7%	50.0%
Percentage of Pavements of the Interstate System in Poor Condition	1.8%			0.1%	2.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	41.9%	44.4%	25.0%	50.6%	25.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)		33.0%	25.0%	41.6%	25.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	26.5%	26.9%	2.5%	19.8%	15.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)		10.7%	2.5%	4.8%	15.0%
Percentage of NHS Bridges Classified as in Good Condition	21.7%	22.1%	19.4%	21.3%	21.3%
Percentage of NHS Bridges Classified as in Poor Condition	6.5%	6.8%	6.5%	6.6%	6.8%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	82.1%	80.6%	82.0%	94.0%	82.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	86.2%			92.2%	84.1%
Truck Travel Time Reliability (TTTR) Index	1.82	1.89	1.90	1.56	1.95
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1	22.3			20.9	22.0
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 2	14.6			13.1	17.2
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	51.6%	51.6%	51.6%	52.4%	51.7%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 2	27.9%	28.2%	28.0%	30.6%	28.1%
Total Emission Reductions: PM2.5	9.572	162.020	4.290	178.800	8.520
Total Emission Reductions: NOx	244.301	1500.520	114.401	1572.321	231.850
Total Emission Reductions: VOC	44.493	157.750	17.682	179.176	36.324
Total Emission Reductions: PM10					
Total Emission Reductions: CO	67.376	707.710	31.927	1080.681	63.010

Source: [State Performance Dashboard - New Jersey - State - Reporting - Transportation Performance Management - Federal Highway Administration \(dot.gov\)](#)

Figure 3 Summary of Safety Performance Measures and Targets

PERFORMANCE MEASURE	TARGET 2019-2023 - 5 YEAR ROLLING AVERAGE	BASELINE 2017-2021 - 5 YEAR ROLLING AVERAGE
NUMBER OF FATALITIES	669.4 ¹	606.6
RATE OF FATALITIES PER 100 MILLION VMT	0.906 ¹	0.814
NUMBER OF SERIOUS INJURIES	3,079.6 ^{2,3}	2,307.6
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	4,178 ^{1,2,3}	3,132
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	848.2 ^{1,2,3}	656.4
PERFORMANCE MEASURE	TARGET 2023 ANNUAL	BASELINE 2021 ANNUAL
NUMBER OF FATALITIES	755	703
RATE OF FATALITIES PER 100 MILLION VMT	1.00	0.94
NUMBER OF SERIOUS INJURIES	3,132	3,166
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	4.16	4.25
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	892	897

Source: [Highway Safety Improvement Program 2021 Annual Report: New Jersey \(dot.gov\)](#)

¹ Covid-19 pandemic led to a decrease in VMT in 2020 and an unexpected increase in fatalities in New Jersey, with similar trends nationwide. The trend of increasing fatalities has continued through 2021 and year-to-date 2022. Although VMT are increasing on New Jersey's roadways, it is not at pre-pandemic levels to date.

²Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and

No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in the serious injuries numbers for 2019-2021. For example, a crash victim with a broken arm that would have previously been classified as a Moderate Injury, is now classified as a Suspected Serious Injury. As a result, New Jersey saw an increase in reported serious injuries due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well.

³*The continued challenges posed by changes in the police crash report for and the COVID-19 Pandemic have rendered previous injury trends and models ineffective leading to challenges in developing data projections.*

The targets displayed in Figure 3 were established after careful consideration of previous trends, recently built projects, and the current socioeconomic environment. Targets are based on five year rolling average values and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is to achieve zero deaths on all public roads.

The Department plans to invest in safety to make progress toward achieving the performance targets that have been set. The New Jersey Strategic Highway Safety Plan (SHSP) guides the allocation of safety funding and resources to reduce highway fatalities and serious injuries on New Jersey's public roadways. The plan can be found at [NJ+2020+SHSP+Final+Report+-+09-08-2020.pdf](#). Total investment in safety includes programs and projects such as Betterments, Safety; Highway Safety Improvement Program Planning; Rail-Highway Grade Crossing Program; Safe Routes to School Program; Route 66, Jumping Brook Road to Bowne Road/Wayside Road; Route 46, Pequannock Street to CR 513 (West Main Street); and Route 28, Route 287 to County Route 525 (Thompson Avenue). Approximate investments in safety (in millions) are listed in Figure 4.

Figure 4 Safety

FY2024	FY2025	FY2026	FY2027
\$191	\$151	\$202	\$207

The investments displayed in Figure 5 represent Highway Safety Improvement Program (HSIP) and HSIP Vulnerable Road User Safety fund investments (in millions).

Figure 5 HSIP + HSIP Vulnerable Road User

FY2024	FY2025	FY2026	FY2027
\$75	\$77	\$78	\$80

The NJDOT plans to invest in bridge assets identified in the TAMP to make progress toward achieving the performance targets that have been set. Total investment in bridge assets include programs and projects such as the Bridge Deck/Superstructure Replacement Program; Bridge Preventative Maintenance; Culverts Replacement Program; Bridge Maintenance Scour Countermeasures; Delaware and Raritan Canal Bridges; Route 1, NB Bridge over Raritan River; Route 71, Bridge over NJ Transit; and Route 50, Bridge over Cedar Swamp Creek. Investments in bridge assets include funds provided from the IIJA Bridge Formula Program (BFP). More information regarding BFP can be found [BFP - Funding Programs - Management and Preservation - Bridges & Structures - Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/bridge/bfp/). Approximate investments in bridge assets (in millions) are listed in Figure 6.

Figure 6 Bridge Assets

FY2024	FY2025	FY2026	FY2027
\$762	\$1,266	\$905	\$579

The NJDOT plans to invest in road assets identified in the TAMP to make progress toward achieving the performance targets that have been set. Total investment in road assets include programs and projects such as Pavement Preservation; Resurfacing Program; Guiderail Upgrades; Route 47, Grove St. to Route 130, Pavement; Route 40, Hamilton Common Drive to West End Avenue (CR 629); and Route 287, Route 202 to Ramapo River. Approximate investments in road assets (in millions) are listed in Figure 7.

Figure 7 Road Assets

FY2024	FY2025	FY2026	FY2027
\$577	\$468	\$377	\$471

The NJDOT plans to invest in system performance (mobility and congestion relief) to make progress toward achieving the performance targets that have been set. Total investment in mobility and system performance includes programs and projects such as Intelligent Traffic Signal Systems; Electric Vehicle Infrastructure Program; Statewide Traffic Operations and Support Program; Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections; and Route 295/42/I-76 Direct Connection, Contract 4. Approximate investments in system performance (in millions) are listed in Figure 8.

Figure 8 System Performance

FY2024	FY2025	FY2026	FY2027
\$235	\$283	\$440	\$509

In the short term, the NJDOT will monitor progress toward achievement of the two- and four-year performance targets to assess how well the STIP is implementing the TAMP. The information compiled through each year's review of investment information to support the annual consistency determination will demonstrate how the NJDOT is implementing the TAMP. With this information, the NJDOT will determine whether adjustments to planned investments in the STIP will be needed to implement the TAMP.

c. Public Participation Process

New Jersey is completely covered by its three MPOs: the Delaware Valley Regional Planning Commission (DVRPC), the South Jersey Transportation Planning Organization (SJTPA), and the North Jersey Transportation Planning Authority (NJTPA). This STIP incorporates their three separate TIPs without modification.

Each MPO has a public participation process for their Regional Transportation Plan, TIP, and conformity determination. The state makes the STIP available at each MPO public meeting, and representatives from the NJDOT and NJ TRANSIT are present to answer questions and concerns raised by the public about the programs. The duration of the public comment period for each TIP and the STIP is 30 days. MPOs collect public comments on behalf of the state, and responses are prepared collaboratively.

d. Environmental Justice, Title VI of Civil Rights Act of 1964 and Americans with Disabilities Act of 1990/ Section 504

To ensure and enhance equity in the delivery of projects, programs, and services, Title VI Nondiscrimination strategies are incorporated throughout the NJDOT planning and funding processes. To further assure public awareness, inclusion, and meaningful access to services and activities, these nondiscrimination practices involve the application of Americans with Disabilities Act/ Section 504 of the Rehabilitation Act, Environmental Justice, and Limited English Proficiency initiatives.

Equity will be achieved by creating transportation decisions that meet the needs of all people, addressing underserved populations and designing facilities to fit more harmoniously into these communities, measuring equity by improving data collection, monitoring, and analyses, avoiding disproportionately high and adverse impacts on disadvantaged groups, and identifying and addressing concerns early and often in the planning and project development process.

Telecommunications Relay Service (TRS) is available for anyone with hearing and speech disability/ impairments. This includes Text, Telephone, Hearing Carry-Over, American Standard Code for Information, Interchange, Voice Carry-Over, Speech to Speech, and Tele-Braille.

e.Statewide Transportation Plan

The federal statewide planning rules require that the STIP contain projects consistent with the Statewide Long Range Transportation Plan (SLRTP), *Transportation Choices 2030*. The SLRTP is a comprehensive plan developed by NJDOT and NJ TRANSIT that includes goals, policies, strategies, and actions providing strategic direction in the formulation of the STIP and guide investment prioritization for New Jersey's transportation system. The projects and programs in this STIP are consistent with New Jersey's SLRTP, *Transportation Choices 2030*. The SLRTP can be found at [New Jersey Long Range Transportation Plan Overview - In the Works \(state.nj.us\)](https://www.state.nj.us/transportation/long-range-plan-overview).

f.Conformity for MPO Plans and Programs

The MPO Regional Transportation Plans are subject to conformity analysis in order to demonstrate that each plan conforms to the State Implementation Plan (SIP). Each MPO TIP must be consistent with their conforming plan, such that the regional emission analysis performed on the plan applies to their TIP. This determination means that the implementation of projects and programs in the MPO TIPs will have a positive impact, in the aggregate, on air quality. Since the STIP contains the three MPO TIPs without modification, the implementation of the STIP conforms to the regional transportation plans and will also have a positive impact on air quality.

g.Congestion Management Process

All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles are supported by a fully operational congestion management process, in place at each MPO.

h.Development of the STIP

This STIP is the product of months of staff work and deliberations involving the NJDOT, NJ TRANSIT, county and municipal transportation planners and engineers, other transportation providing agencies, the public, and elected officials at the state, county, and municipal levels. The main decision-making forums for selecting projects for this program were the state's three MPOs:

- NJTPA, covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties.
- DVRPC, covering Burlington, Camden, Gloucester, and Mercer counties.
- SJTPO, covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building this STIP began in the fall of 2022, with intensive staff work by the NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional TIPs of each of the three MPOs were subjected to rigorous screening to verify project scope, status, schedule, and cost. The resulting pool of projects was analyzed independently by the NJDOT and the MPOs. Each project was then assigned a priority-ranking based on the extent to which it would advance identified regional and statewide objectives. Such objectives are set forth in the STIP, the SLRTP, the three MPO Regional Transportation Plans, and air quality objectives. The NJDOT and NJ TRANSIT developed and circulated revenue projections, for planning purposes, to each of the MPOs based on the best current assessment of available state, federal, and other funds. The NJDOT and each of the three MPOs entered intensive discussions to negotiate a list of deliverable transportation projects that best fit the composite statewide and regional priorities within a financially constrained program. These negotiated project lists were used as the basis for publishing the *Transportation Capital Program Fiscal Year 2024* by the NJDOT in June 2023 and for preparing TIPs for further analysis by each of the MPOs. Projects in the STIP and three MPO's TIPs are consistent with the three MPO Regional Transportation Plans.

i. STIP Modifications and Amendments

The STIP may be modified or amended according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes among the three MPOs, NJDOT, and NJ TRANSIT. The MOU was fully executed in October 2012. STIP changes, once approved by the MPOs in concert with either NJDOT or NJ TRANSIT, are forwarded to the FHWA and/or the Federal Transit Administration (FTA) for approval. The modified and amended STIP is available for viewing through the *eSTIP* application, which is available on the NJDOT website at [Annual Transportation Capital Program Overview - Capital Program \(state.nj.us\)](https://www.state.nj.us/annualtransportationcapitalprogramoverview-capitalprogram).

j. Financial Plan

Federal law and regulations require that the STIP be fiscally constrained for the first four years whereas, planned federal aid expenditures cannot exceed projected revenues. The major sources of funding identified in this document are the FHWA, the FTA, and the Transportation Trust Fund (TTF). The NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, DVRPC, SJTPO, FHWA, and FTA) have developed an estimate of \$18,409.07 million in available state, federal and other revenues to support the state's transportation budget during the four fiscal years from 2024 through 2027. (For planning purposes, state revenues are estimated based on state fiscal years, which begin on July 1, and federal revenues are estimated for federal fiscal years, which begin on October 1.)

In addition, the NJDOT and NJ TRANSIT have incorporated an additional six (6) years of constrained resources into the 10-year STIP. The 10-year total is estimated to be \$45,491.74 million. This amount constitutes the funding expected to be available to support FY 2024 - FY 2033 STIP. These revenue estimates were developed cooperatively by the NJDOT, NJ TRANSIT, and New Jersey's three MPOs, in full consultation with the FHWA and the FTA, at a meeting held on January 11, 2023.

Tables 1 through 5 in Section 2 of the STIP list these amounts by year and by funding category and compares them to the actual amounts programmed in the TIPs and STIP. Following are the revenue assumptions used in developing these tables.

1. Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on the *Infrastructure Investment and Jobs Act (IIJA)* (Pub. L. No. 117-58) federal-aid apportionment tables, or equivalent data, obtained from the FHWA, the FTA, and the Federal Aviation Administration (FAA), as appropriate.
2. NJDOT's Cost Estimating Guideline (February 2019) provides the methodology for developing, documenting, and reviewing construction cost estimates throughout the project development process. Various cost estimating methods are used including historical bid-based estimating, historical percentages estimating, conceptual estimating, cost-based (Scratch) estimating, risk-based estimating, similar project estimating, and cost-based estimating. All NJDOT projects are to include inflation when providing future year construction cost estimates at 3 percent. The NJDOT uses AASHTOWare Project software for preparing construction cost estimates to produce more accurate and consistent estimates during the Final Design phase.
3. Funds in the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives program (TA) categories are broken down into the allocations and minimums required by federal law.
4. "High Priority" funds and "demo" funds are shown only as authorized by federal legislation. These Congressional earmark projects are shown with the fund type "DEMO" in the STIP.
5. The state will provide \$2,000 million in FY 2024 and FY 2025 to support the capital program. For programming purposes, it is assumed that the NJDOT's share of state funds, or TTF, is \$1,240.0 million in FY 2024 and \$1,233.0 million in FY 2025. NJ TRANSIT's share of the TTF is \$760.0 million in FY 2024 and \$767.0 million in FY 2025.
6. The following transfers are programmed between the NJDOT and NJ TRANSIT:
 - a. For FYs 2024-2027, \$75 million of FHWA Congestion Management Air Quality (CMAQ) funds are to be transferred annually for use by NJ TRANSIT.

Because New Jersey is classified as a "non-attainment" area regarding air quality, certain project funding must meet a federal standard of "available or committed" revenue in FY 2024 and FY 2025 to be considered fiscally constrained. Such projects are those which are funded with federal resources, while all others are "projects of regional significance" regardless of funding source. All federal funds in FY 2024 and FY 2025 are based on the current federal-aid apportionment tables' allocations or equivalent data obtained from the FHWA, the FTA, and the FAA, as appropriate, and are therefore considered available. All TTF funding for FY 2024 was appropriated July 1, 2023. Sufficient funds are available or committed to cover funding of projects and programs in the FY 2024 - FY 2025 period. New Jersey's transportation authorities also use their own revenues to fund various projects classified as "projects of regional significance." These projects are listed in Section VIII. In addition, the state of New Jersey has made a significant commitment to public transportation through continued operating support from the state's General Fund.

With two notable exceptions, federal and state funds are not “allocated” to—that is, required to be spent within the boundaries of—the state’s three MPOs. The first exception is for Trust Fund state-aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula. The second exception is for federal funds which are required under a formula in federal regulations to be allocated to specific geographic areas. These allocated funds are shown in the following tables as

- “HWIZ005-DVRPC”, “HWIZ005-NJTPA”, “HWIZ005-SJTPO”,
- “HWIZ905-DVRPC”, “HWIZ905-NJTPA”, “HWIZ905-SJTPO”,
- “HWIZ910-DVRPC”, “HWIZ910-NJTPA”, “HWIZ910-SJTPO”,
- “STBGP-ALLEN”, “STBGP-NY/NWK”, “STBGP-PGH/NWB”,
- “STBGP-PHILA”, “STBGP-TRENTON”,
- “STBGP-AC”,
- “TA-ALLEN”, “TA-NY/NWK”, “TA-PGH/NWB”,
- “TA-PHILA”, “TA-TRENTON”, and
- “TA-AC”.

The actual budgeting of federal and state funds for projects within the MPO areas is a product of the development of the three regional TIPs, the STIP, and legislative approval of the annual Transportation Capital Program. On a statewide basis, the cost of projects programmed for a particular fiscal year must equal the planned resources for that year. Each project must also be assigned to a funding category that is appropriate for the project and for which adequate funding is available. From year to year there may be significant variations in the amount of funds programmed within an MPO area, as needs and specific project implementation schedules dictate. These programming decisions are made on a cooperative basis with the participation of the NJDOT, NJ TRANSIT, local government representatives, other agencies (all of whom are members of the MPOs), the State Legislature, citizens’ groups, and the general public.

For the purpose of defining a project line item estimate in the STIP, each item includes an estimate of independent contractor costs to produce the project, an estimate of implementing agency costs anticipated in support of the development and delivery of the project, and any payments to third parties regarding matters of right-of-way and utility relocations. The implementing agency costs include activities such as: inspection, testing, equipment, and salary costs.

The current STIP and Capital Program provide funding for the NJDOT and NJ TRANSIT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of their transportation programs. This funding is provided from both federal-aid and state TTF sources, and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of employee and administrative costs is programmed on an individual project basis. TTF funding is programmed as a single item under the heading “Program Implementation Costs, NJDOT”. For NJ TRANSIT, TTF funding is allocated to specific programs.

Table 6 shows the overall distribution of funds within the STIP, by MPO. Tables 7 through 10 provide detailed breakdowns of expenditures, by funding category, for each of the three MPOs, and for statewide programs.

k. Advance Construction Projects

Advance Construction (AC) is a procedure to advance a federally funded project phase into the current fiscal year and implement that phase with non-federal funds. The use of AC is subject to the availability of non-federal funds (e.g., state funds) in the year in which the project is to be implemented and the availability of federal funds in the year in which the AC project is to be converted to a regular federal-aid project. AC projects are to be listed individually in the TIPs and STIP in both the year that the project is to be implemented and the year in which the conversion is to take place. Appropriate notification will be provided in the TIPs and STIP so it is clearly understood that these “other funds” are available and that future federal funds may be committed to these AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years. The MPOs and the state agree that the inclusion of an AC project in the TIP/STIP, in the year the project is to be implemented, signifies that the project can be converted to federal funding when federal funds become available, and the decision is made to convert.

l. Multi-Year Funding

Multi-year funding is an innovative financing technique to program and authorize only that portion of a given project phase necessary to support reimbursement of planned cash outlays for a given year. Remaining portions of the project phase are programmed in subsequent years. In the first fiscal year of funding for a multi-year funded phase of work, the NJDOT will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the STIP. The remaining balance of funds for that particular phase of work, will appear in the STIP in the fiscal year that the NJDOT intends to request federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federally funded project will be submitted to the FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will be maintained at all times throughout this process.

In the event that sufficient federal funding is not available in any fiscal year to complete a multi-year funded phase of work, the NJDOT will take full responsibility to fund that portion of the phase of work, in accordance with applicable federal and New Jersey State law. In the event that state or other funding would not be available to complete a project, the project may be terminated or placed on hold until such time as funding is made available. In such cases, the NJDOT would need to comply with applicable federal and New Jersey state law, including, where applicable, providing a revised air quality conformity determination to the FHWA/FTA and reimbursing the FHWA/FTA for any federal funds expended on the project.

Table 11 shows current and future fiscal year funding needed to complete multi-year federally funded highway projects. Table 11 contains NJDOT-led construction projects, ranging from \$112.5 million to \$953.5 million in value. The federal multi-year construction level peaks in FY 2033 with \$578 million of payments due. Table 12 shows current and future fiscal year funding needed to complete multi-year state funded highway projects. The individual project pages in the STIP contain specific information for these projects, including a detailed project description, project funding source and a total estimated project cost. Table 13 shows current and future fiscal year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

m.Non-Federal Match – Toll Credit

Toll Credits were created in the *Transportation Equity Act for the 21st Century* (TEA-21) and are to be used as credits toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges and/or tunnels that serve interstate commerce. The federal government has allowed state and local governments to use toll credits as part of the local matching funds regarding transit grants. This allowance results from the recognition that different modes of transportation are interconnected. For example, capital expenditures to reduce congestion in a particular corridor benefit all modes of transportation in that corridor, be it automobiles, transit buses, or a rail system.

New Jersey estimates that it will begin federal FY 2024 with a balance of \$7,118 million in available toll credits. Both the NJDOT and NJ TRANSIT use approximately \$350 million in toll credits each year and earn \$800 million in additional toll credits annually. By the end of federal FY 2027, an estimated balance \$8,918 million in toll credits is expected to be available. Figure 9 illustrates toll credit availability for soft match for fiscal years 2024 through 2027.

Figure 9

Toll Credits Availability for Soft Match * (\$ in millions)				
	FFY 2024	FFY 2025	FFY 2026	FFY 2027
Toll Credit Starting Balance	\$7,118	\$7,568	\$8,018	\$8,468
New Toll Credits Earned	\$800	\$800	\$800	\$800
Toll Credits Used for Soft Match	(\$350)	(\$350)	(\$350)	(\$350)
Toll Credit Ending Balance	\$7,568	\$8,018	\$8,468	\$8,918

** Projected amounts for the NJDOT and NJ TRANSIT, assuming federal apportionments remain flat and requests for new toll credits remain steady.*

With the assumption that federal fund apportionments will continue to remain flat and a steady or increasing request for additional credits will continue, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey expects to have sufficient toll credits to continue to utilize the soft match of federal funds over the entire 10-year plan.

n.Maintaining the Federal Aid Highway System

The FHWA and the FTA expect states to adequately maintain facilities on the designated federal-aid system. In New Jersey, the federal-aid system includes transportation facilities under the jurisdiction of many agencies, including the NJDOT, NJ TRANSIT, counties, certain municipalities, and authorities. Federal law enacted on July 6, 2012, in the Moving Ahead for Progress in the 21st Century Act (MAP-21) subsequently amended by the Fixing America's Surface Transportation Act (FAST Act) enacted on December 4, 2015, and most recently amended by the IIJA (Public Law 117-58) on November 15, 2021, requires a performance-based approach to the management of federal highway programs. MAP-21, FAST Act, and IIJA focus on national transportation goals, increasing transparency and accountability for federal highway programs, and improving transportation investment decision making.

The NJDOT inspects all bridges in New Jersey over 20 feet in length every two years. Standards for measuring the condition of bridges have been established nationally, and the program carried out by the NJDOT provides a very good assessment of the health of all the state's bridges greater than twenty-feet long, regardless of owner. Under current legislation, it is expected that states will be charged with meeting or making progress toward a minimum performance level of 90% sufficiency for bridges on the National Highway System (NHS). Bridges on the NHS include NJDOT owned bridges and bridges owned by counties and other jurisdictions.

There are 6,787 highway carrying bridges over 20 feet long in the state. The NJDOT, county, and municipal governments own the largest portion of this population, followed by the New Jersey Turnpike Authority (NJTA) and NJ TRANSIT. Statewide, there are 439, or 6.47%, "structurally deficient" or "poor" bridges, with the remaining 93.53% of bridges classified as "structurally acceptable" or "good or fair" condition. It is important to note that a "structurally deficient" bridge does not equate to an unsafe bridge. If any bridge were deemed unsafe, the state would take immediate action to bring the bridge to a safe condition or close the bridge to traffic. Additional information regarding bridge condition can be found at [2022TAMPFactSheets.pdf \(state.nj.us\)](https://www.state.nj.us/transportation/2022TAMPFactSheets.pdf).

Annual average investments of nearly \$900 million over the next four years are planned for bridge rehabilitation and replacement projects. This work includes, but is not limited to, re-decking, seismic retrofitting, security measures, cleaning and repainting of structural steel, substructure repairs, and other improvements. Additionally, preservation and maintenance funding will be provided for bridge repairs.

Performance at this investment level is expected to reduce the growth rate of the structural deterioration backlog and maintain the present system condition level. Capital maintenance investments are also designated to improve the structural integrity of state- owned bridge assets.

The 2022 state's road network consists of approximately 38,781 centerline miles of pavement. The NJDOT, the NJTA, and the SJTA maintain approximately 2,707 centerline miles, with the remaining pavement under the responsibility of counties, municipalities, and other jurisdictions. Pavement system assets are placed into sub classes defined by the condition levels of "Good," "Fair," and "Deficient (Poor)." Approximately 81% of the NJDOT's, the NJTA's, and the SJTA's pavement lane miles are in an acceptable condition (Good and Fair). The NJDOT maintains 8,560 State Highway System Lane Miles, of which 7,542 are also National Highway System (NHS) miles. Of the 8,560 total lane miles maintained by NJDOT, 6,754 or 78.9% are in acceptable condition (Good or Fair). More information regarding NJDOT pavement can be found at [2022TAMPFactSheets.pdf \(state.nj.us\)](https://www.nj.gov/tam/factsheets/2022TAMPFactSheets.pdf).

County-owned roads make up a large portion of the federal-aid system (47%). Each county is responsible for managing its own network of roads, which include facilities both on and off the federal-aid system, and each county may have its own way to measure performance and set condition targets. A similar situation applies to the toll facilities.

Annual average investments of nearly \$475 million over the next four years are planned for improvements to the state's roadway network. This work includes, but is not limited to, pavement resurfacing, reconstruction, and preservation treatments.

Bridges and pavements make up the largest investment on the federal-aid system, but it is important to recognize that there are other assets that need to be maintained, such as signing, lighting, guiderail, and other roadway appurtenances. These assets are in a very good state of repair, and the NJDOT does not expect them to degrade significantly over the next 10 years. The NJDOT makes a concerted effort to address any items that are in a state of disrepair as quickly as possible.

o.Maintaining the Transit System

Transit Asset Management (TAM) is the strategic and systemic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a State of Good Repair.

In 2018, the New Jersey Transit Corporation (NJ TRANSIT) developed its initial TAM Plan; with an update approved in the Fall of 2022. The update describes the NJ TRANSIT asset base and management strategy and provides the approach to enhance existing asset management practices within each service area: Commuter Rail, Light Rail, Bus, and Corporate.

Projects and programs funded in the FY 2024 - FY 2027 STIP were informed by and adhere to NJ TRANSIT's strategic goals as described in the TAM Plan; with each supporting at least one of the following performance indicators: State of Good Repair; Customer Experience; Safety; Resiliency; and Business Performance.

Capital projects are prioritized using specific criteria, such as State of Good Repair, Service Reliability, and Intermodal Integration and System Connectivity, among others. Equity, Inclusion and Accessibility is another of the criteria used to score projects, based on benefits to persons with limited access to automobiles, bicyclists/pedestrians, low-income populations, and people with disabilities.

Capital projects and programs are divided in three types: 1) Major Projects and Programs 2) Rehabilitation Projects and Programs, and 3) Other Existing NJ TRANSIT Program Items. These three types are further broken down by project category.

Commuter Rail

Service standards for NJ TRANSIT commuter rail service are set for vehicle load, vehicle headways, on-time performance, and service availability, which defines how service is distributed across the system and ensures that the manner of the distribution affords users access to these assets.

The service standard for vehicle load is measured in passengers relative to the seated capacity of each vehicle. This value is set to slightly less than 100 percent, or full capacity, because of the tendency of riders to avoid middle seats and bunch within cars and at doors closest to their eventual destination. The standards are 92 percent of seated capacity for single level trains and 95 percent of seated capacity for double-level trains.

The frequency of service is measured in terms of vehicle headway, i.e., the interval of time between trains, and is driven by passenger demand at each station.

On-time performance (OTP) for the commuter rail system is defined as arrival at the train's revenue destination within 6 minutes of the scheduled time. A specific goal is developed annually for each division, with a systemwide goal of approximately 94.7 percent for commuter rail.

The service availability standard requires 80 percent of all residents in the service area to be located within one mile of rail service.

NJ TRANSIT's annual average funding of \$383.5 million, or a total of \$1.535 billion, over the next four years to Commuter Rail Facilities, Infrastructure, Rolling Stock and Equipment projects. Performance at this funding level is expected to help bring NJ TRANSIT assets to a level of a State of Good Repair.

Light Rail and Bus

NJ TRANSIT light rail is managed by Surface Transit – Light Rail. The light rail network includes three separate lines: the Newark Light Rail operated and maintained by NJ TRANSIT, and the

Hudson-Bergen Light Rail and River Line. With funding at \$93 million over the next four years for Light Rail and \$770.6 million to Bus categories, NJ TRANSIT expects that this funding will help bring Light Rail and Bus assets to a level of a State of Good Repair.

The amounts in the NJ TRANSIT TAM Table below reflect programed funding for FY24-FY27 related to the TAM Plan only and does not include the total amount of programmed resources shown in the Financial Section of this document.

Project Category (Cost in millions)	FY 2024	FY 2025	FY 2026	FY 2027	Total
Commuter Rail	\$426.99	\$380.63	\$354.72	\$371.72	\$1,534.05
Facilities	\$29.05	\$7.50	\$3.50	\$3.50	\$43.55
Infrastructure	\$155.95	\$90.92	\$98.51	\$115.51	\$460.89
Rolling Stock	\$242.00	\$257.60	\$252.71	\$252.71	\$1,005.01
Equipment	\$0.00	\$24.61	\$0.00	\$0.00	\$24.61
Light Rail	\$23.28	\$23.28	\$23.28	\$23.28	\$93.10
Facilities	\$0.68	\$0.68	\$0.68	\$0.68	\$2.70
Infrastructure	\$17.00	\$17.00	\$17.00	\$17.00	\$68.00
Rolling Stock	\$5.60	\$5.60	\$5.60	\$5.60	\$22.40
Bus	\$207.66	\$189.35	\$186.99	\$186.60	\$770.61
Facilities	\$29.78	\$11.07	\$8.30	\$7.30	\$56.45
Rolling Stock	\$177.88	\$178.28	\$178.69	\$179.30	\$714.15
Total (\$M)	\$657.93	\$593.25	\$564.98	\$581.59	\$2,397.75

p. How to use this document

The individual descriptions, found in Sections III through VII, provide detailed information for each project or program in the 10-year plan. The top portion for each project/program lists the project/program name (route and section) and the location of the project/program. The Project ID reference number is assigned at project inception and remains with that project until its completion. These are the same reference numbers used by the MPOs in their TIPs. Specific information contained within the detailed project/program description includes county, municipality, MPO jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), project sponsor, asset management category, air quality code used in the

conformity determination process, and financial plan requirement. An explanation of the asset management categories and air quality codes can be found in the Glossary, located in Section XIII of this document. The anticipated funding schedule for each project/program is displayed in the columns at the bottom of each project page. The phases of work and types of funds are further defined in the Glossary. See Figure 10 on the following page.

Figure 10

FY 2020-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation Project Descriptions
(\$ millions)

1

Route 45, Bridge over Woodbury Creek

2

DBNUM: 14348 / UPC: 143480

3

Initiated by the Bridge Management System, the project will replace the structurally deficient and functionally obsolete bridge with a precast concrete Northeast Extreme Tee (NEXT) Beam structure.

4

COUNTY: Gloucester

10

LEGISLATIVE DISTRICT: 5

5

MUNICIPALITY: Woodbury City

11

SPONSOR: NJDOT

6

MILEPOSTS: 26.21

12

STRUCTURE NO.: 0810150

7

FINANCIAL PLAN REQUIREMENT:

8

AIR QUALITY CODE (NON-EXEMPT/EXEMPT): S19 (Exempt)

9

ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

13	14	15	16	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
DVRPC	DES	NHPP		\$1.000										\$2.000
DVRPC	ROW	NHPP			\$0.500									\$1.000
DVRPC	CON	NHPP				\$6.500								\$13.000

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- 1) **Project Name** (Route and Section).
- 2) **Unique Project Code**, assigned at inception.
- 3) Detailed **project description**.
- 4) **County(ies)** where project is located.
- 5) **Municipality(ies)** where project is located.
- 6) **Mileposts**, indicate project limits on State and County roadways.
- 7) **Financial Plan Requirement**, annual plan required for federally funded projects with a total cost between \$100 and \$500 million.
- 8) **Air Quality Code**, alphanumeric coding scheme developed for projects and programs which is applied by the MPOs as part of the conformity determination and exempt eligibility identification. See Glossary for more details.
- 9) **Asset Management Category**, classification of the project according to the type of work to be done. See Glossary for more details.
- 10) **Legislative District**, assigned based on project location.
- 11) **Sponsor**, organization sponsoring the project.
- 12) **Structure Number**, Unique number assigned to a bridge.
- 13) **MPO**, Metropolitan Planning Organization(s) which serve as the forum for cooperative transportation decision making for metropolitan planning areas as required by federal regulations. There are three MPOs in New Jersey: DVRPC, NJTPA, and SJTPO.
- 14) **Phase of Work**, classification which indicates the stage of development of a project as it moves through the project delivery process. See Glossary for more details.
- 15) **Fund**, funding categories, assigned depending on the type of work. See glossary for more details.
- 16) **Fiscal Year**, planned spending (in millions) per fiscal year, phase, and fund source.

Table 1

Expenditures

NJDOT & NJ TRANSIT

(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJDOT</u>											
Federal	\$1,748.9	\$2,112.5	\$1,847.8	\$1,451.2	\$1,428.6	\$1,456.5	\$1,486.9	\$1,518.0	\$1,549.7	\$1,580.5	\$16,180.7
Other	\$4.1	\$18.9	\$28.4	\$92.4	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$144.0
Transportation Trust Fund	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,337.0
<u>Subtotal NJDOT</u>	<u>\$2,993.0</u>	<u>\$3,364.5</u>	<u>\$3,109.2</u>	<u>\$2,776.6</u>	<u>\$2,661.7</u>	<u>\$2,689.5</u>	<u>\$2,720.0</u>	<u>\$2,751.0</u>	<u>\$2,782.7</u>	<u>\$2,813.5</u>	<u>\$28,661.8</u>
<u>NJ Transit</u>											
Federal	\$906.2	\$814.3	\$864.6	\$880.5	\$896.8	\$913.5	\$930.5	\$947.8	\$965.5	\$983.5	\$9,103.3
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Other	\$64.6	\$65.8	\$67.0	\$68.2	\$69.5	\$70.8	\$72.2	\$73.6	\$75.0	\$76.5	\$703.2
Transportation Trust Fund	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,663.0
<u>Subtotal NJ Transit</u>	<u>\$1,732.8</u>	<u>\$1,649.0</u>	<u>\$1,700.4</u>	<u>\$1,717.7</u>	<u>\$1,735.3</u>	<u>\$1,753.2</u>	<u>\$1,771.6</u>	<u>\$1,790.3</u>	<u>\$1,809.4</u>	<u>\$1,828.9</u>	<u>\$17,488.5</u>
<u>Total</u>	<u>\$4,725.8</u>	<u>\$5,013.5</u>	<u>\$4,809.7</u>	<u>\$4,494.3</u>	<u>\$4,396.9</u>	<u>\$4,442.7</u>	<u>\$4,491.6</u>	<u>\$4,541.3</u>	<u>\$4,592.1</u>	<u>\$4,642.4</u>	<u>\$46,150.3</u>

Table 2
NJDOT Resources
(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>Federal</u>											
FHWA: BFP	\$131.3	\$483.3	\$222.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$836.8
FHWA: BFP-OS-BRDG	\$36.9	\$36.9	\$36.9	\$36.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$147.7
FHWA: CMAQ	\$40.6	\$43.0	\$45.3	\$47.7	\$50.2	\$52.7	\$55.2	\$57.8	\$60.5	\$61.7	\$514.7
FHWA: CR-DVRPC	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.6	\$3.7	\$3.8	\$3.9	\$4.0	\$36.2
FHWA: CR-NJTPA	\$14.2	\$14.4	\$14.7	\$15.0	\$15.3	\$15.6	\$16.0	\$16.3	\$16.6	\$16.9	\$155.1
FHWA: CR-SJTPO	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$0.7	\$0.7	\$6.2
FHWA: CR-Statewide	\$12.8	\$13.1	\$13.4	\$13.6	\$13.9	\$14.2	\$14.5	\$14.8	\$15.1	\$15.4	\$140.7
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$17.0	\$3.8	\$1.4	\$14.4	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$38.5
FHWA: HIP-BRR	\$13.3	\$13.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$26.5
FHWA: HWIZ910-DVRPC	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.4
FHWA: HWIZ919-DVRPC	\$1.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: HWIZ919-NJTPA	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: NEVFP	\$16.7	\$17.4	\$18.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$52.2
FHWA: NHFP	\$35.3	\$36.0	\$36.7	\$37.5	\$38.2	\$39.0	\$39.8	\$40.6	\$41.4	\$42.2	\$386.6
FHWA: NHPP	\$697.7	\$711.7	\$725.9	\$740.5	\$755.3	\$770.4	\$785.8	\$801.5	\$817.5	\$833.9	\$7,640.1
FHWA: Other Funds	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$13.8
FHWA: PFP	\$35.1	\$35.8	\$36.5	\$37.3	\$38.0	\$38.8	\$39.5	\$40.3	\$41.1	\$42.0	\$384.5
FHWA: Rail-Hwy Crossing	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$39.2
FHWA: RAISE	\$20.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.0
FHWA: RAISE-DVRPC	\$0.0	\$4.3	\$12.1	\$2.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$19.0
FHWA: Safety	\$75.3	\$76.9	\$78.5	\$80.0	\$81.6	\$83.3	\$84.9	\$86.6	\$88.4	\$90.1	\$825.7
FHWA: SPR/PL	\$42.9	\$43.7	\$44.6	\$45.5	\$46.4	\$47.3	\$48.3	\$49.2	\$50.2	\$51.2	\$469.4
FHWA: SS4A	\$0.3	\$24.2	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$25.1
FHWA: STBGP-DVRPC	\$25.1	\$25.6	\$26.1	\$26.7	\$27.2	\$27.7	\$28.3	\$28.9	\$29.4	\$30.0	\$275.1
FHWA: STBGP-NJTPA	\$107.7	\$109.8	\$112.0	\$114.3	\$116.5	\$118.9	\$121.3	\$123.7	\$126.2	\$128.7	\$1,179.0
FHWA: STBGP-OS-BRDG	\$61.0	\$62.2	\$63.4	\$64.7	\$66.0	\$67.3	\$68.7	\$70.0	\$71.4	\$72.9	\$667.5

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
FHWA: STBGP-SJTPO	\$4.3	\$4.4	\$4.5	\$4.6	\$4.7	\$4.8	\$4.9	\$5.0	\$5.1	\$5.2	\$47.2
FHWA: STBGP-Statewide	\$106.7	\$108.9	\$111.0	\$113.3	\$115.5	\$117.8	\$120.2	\$122.6	\$125.1	\$127.6	\$1,168.7
FHWA: TA	\$16.2	\$16.5	\$16.8	\$17.1	\$17.5	\$17.8	\$18.2	\$18.6	\$18.9	\$19.3	\$177.0
FHWA: TA-DVRPC	\$3.2	\$3.2	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.7	\$3.7	\$3.8	\$34.8
FHWA: TA-NJTPA	\$13.6	\$13.8	\$14.1	\$14.4	\$14.7	\$15.1	\$15.4	\$15.7	\$16.0	\$16.4	\$149.2
FHWA: TA-SJTPO	\$0.5	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$6.0
FTA: SPR/PL	\$7.3	\$7.5	\$7.7	\$7.8	\$8.0	\$8.1	\$8.3	\$8.4	\$8.6	\$8.7	\$80.5
<i>Subtotal Federal</i>	<i>\$1,557.4</i>	<i>\$1,923.5</i>	<i>\$1,659.8</i>	<i>\$1,451.2</i>	<i>\$1,428.6</i>	<i>\$1,456.5</i>	<i>\$1,486.9</i>	<i>\$1,518.0</i>	<i>\$1,549.7</i>	<i>\$1,580.5</i>	<i>\$15,612.2</i>
<i>Other</i>											
Other Funds	\$4.0	\$0.0	\$5.5	\$82.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$92.4
Other Funds DVRPC	\$0.1	\$18.9	\$22.9	\$9.5	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$51.6
<i>Subtotal Other</i>	<i>\$4.1</i>	<i>\$18.9</i>	<i>\$28.4</i>	<i>\$92.4</i>	<i>\$0.1</i>	<i>\$0.0</i>	<i>\$0.1</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$144.0</i>
<i>TTF</i>											
State: TTF	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,337.0
<i>Subtotal TTF</i>	<i>\$1,240.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$12,337.0</i>
<i>NJDOT Total</i>	<i>\$2,801.5</i>	<i>\$3,175.5</i>	<i>\$2,921.2</i>	<i>\$2,776.6</i>	<i>\$2,661.7</i>	<i>\$2,689.5</i>	<i>\$2,720.0</i>	<i>\$2,751.0</i>	<i>\$2,782.7</i>	<i>\$2,813.5</i>	<i>\$28,093.3</i>

Table 3
NJDOT Expenditures
(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<i>Federal</i>											
FHWA: BFP	\$131.3	\$483.3	\$222.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$836.8
FHWA: BFP-OS-BRDG	\$36.9	\$36.9	\$36.9	\$36.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$147.7
FHWA: CMAQ	\$40.6	\$43.0	\$45.3	\$47.7	\$50.2	\$52.7	\$55.2	\$57.8	\$60.5	\$61.7	\$514.7
FHWA: CR-DVRPC	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.6	\$3.7	\$3.8	\$3.9	\$4.0	\$36.2
FHWA: CR-NJTPA	\$14.2	\$14.4	\$14.7	\$15.0	\$15.3	\$15.6	\$16.0	\$16.3	\$16.6	\$16.9	\$155.1
FHWA: CR-SJTPO	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$0.7	\$0.7	\$6.2
FHWA: CR-Statewide	\$12.8	\$13.1	\$13.4	\$13.6	\$13.9	\$14.2	\$14.5	\$14.8	\$15.1	\$15.4	\$140.7
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$17.0	\$3.8	\$1.4	\$14.4	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$38.5
FHWA: HIP-BRR	\$13.3	\$13.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$26.5
FHWA: HWIZ910-DVRPC	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.4
FHWA: HWIZ919-DVRPC	\$1.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: HWIZ919-NJTPA	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: NEVFP	\$16.7	\$17.4	\$18.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$52.2
FHWA: NHFP	\$35.3	\$36.0	\$36.7	\$37.5	\$38.2	\$39.0	\$39.8	\$40.6	\$41.4	\$42.2	\$386.6
FHWA: NHPP	\$795.9	\$838.3	\$762.2	\$754.5	\$763.0	\$769.3	\$809.0	\$828.6	\$839.0	\$865.6	\$8,025.4
FHWA: Other Funds	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$13.8
FHWA: PFP	\$35.1	\$35.8	\$36.5	\$37.3	\$38.0	\$38.8	\$39.5	\$40.3	\$41.1	\$42.0	\$384.5
FHWA: Rail-Hwy Crossing	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$39.2
FHWA: RAISE	\$20.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.0
FHWA: RAISE-DVRPC	\$0.0	\$4.3	\$12.1	\$2.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$19.0
FHWA: Safety	\$75.3	\$76.9	\$78.5	\$80.0	\$81.6	\$83.3	\$84.9	\$86.6	\$88.4	\$90.1	\$825.7
FHWA: SPR/PL	\$56.9	\$57.7	\$57.6	\$45.5	\$46.4	\$47.3	\$48.3	\$49.2	\$50.2	\$51.2	\$510.4
FHWA: SS4A	\$0.3	\$24.2	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$25.1
FHWA: STBGP-DVRPC	\$25.1	\$25.6	\$26.1	\$26.7	\$27.2	\$27.7	\$28.3	\$28.9	\$29.4	\$30.0	\$275.1
FHWA: STBGP-NJTPA	\$107.7	\$109.8	\$112.0	\$114.3	\$116.5	\$118.9	\$121.3	\$123.7	\$126.2	\$128.7	\$1,179.0
FHWA: STBGP-OS-BRDG	\$61.0	\$62.2	\$63.4	\$64.7	\$66.0	\$67.3	\$68.7	\$70.0	\$71.4	\$72.9	\$667.5

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
FHWA: STBGP-SJTPO	\$4.3	\$4.4	\$4.5	\$4.6	\$4.7	\$4.8	\$4.9	\$5.0	\$5.1	\$5.2	\$47.2
FHWA: STBGP-Statewide	\$186.1	\$157.3	\$249.8	\$99.2	\$107.8	\$118.9	\$96.9	\$95.5	\$103.6	\$95.8	\$1,310.9
FHWA: TA	\$16.2	\$16.5	\$16.8	\$17.1	\$17.5	\$17.8	\$18.2	\$18.6	\$18.9	\$19.3	\$177.0
FHWA: TA-DVRPC	\$3.2	\$3.2	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.7	\$3.7	\$3.8	\$34.8
FHWA: TA-NJTPA	\$13.6	\$13.8	\$14.1	\$14.4	\$14.7	\$15.1	\$15.4	\$15.7	\$16.0	\$16.4	\$149.2
FHWA: TA-SJTPO	\$0.5	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$6.0
FTA: SPR/PL	\$7.3	\$7.5	\$7.7	\$7.8	\$8.0	\$8.1	\$8.3	\$8.4	\$8.6	\$8.7	\$80.5
<i>Subtotal Federal</i>	<i>\$1,748.9</i>	<i>\$2,112.5</i>	<i>\$1,847.8</i>	<i>\$1,451.2</i>	<i>\$1,428.6</i>	<i>\$1,456.5</i>	<i>\$1,486.9</i>	<i>\$1,518.0</i>	<i>\$1,549.7</i>	<i>\$1,580.5</i>	<i>\$16,180.7</i>
<i>Other</i>											
Other Funds	\$4.0	\$0.0	\$5.5	\$82.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$92.4
Other Funds DVRPC	\$0.1	\$18.9	\$22.9	\$9.5	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$51.6
<i>Subtotal Other</i>	<i>\$4.1</i>	<i>\$18.9</i>	<i>\$28.4</i>	<i>\$92.4</i>	<i>\$0.1</i>	<i>\$0.0</i>	<i>\$0.1</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$144.0</i>
<i>TTF</i>											
State: TTF	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,337.0
<i>Subtotal TTF</i>	<i>\$1,240.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$1,233.0</i>	<i>\$12,337.0</i>
<i>NJDOT Total</i>	<i>\$2,993.0</i>	<i>\$3,364.5</i>	<i>\$3,109.2</i>	<i>\$2,776.6</i>	<i>\$2,661.7</i>	<i>\$2,689.5</i>	<i>\$2,720.0</i>	<i>\$2,751.0</i>	<i>\$2,782.7</i>	<i>\$2,813.5</i>	<i>\$28,661.8</i>

Table 4
NJ TRANSIT Resources
(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>Federal</u>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$750.0
FTA: ASAP	\$34.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$34.8
FTA: Section 5307	\$378.8	\$387.0	\$405.4	\$436.5	\$445.2	\$454.1	\$463.2	\$472.4	\$481.9	\$491.5	\$4,415.9
FTA: Section 5310	\$11.7	\$11.9	\$12.3	\$12.5	\$12.8	\$13.0	\$13.3	\$13.5	\$13.8	\$14.1	\$128.9
FTA: Section 5311	\$5.9	\$6.0	\$6.2	\$6.3	\$6.5	\$6.6	\$6.7	\$6.9	\$7.0	\$7.1	\$65.3
FTA: Section 5337	\$306.9	\$313.1	\$345.0	\$328.9	\$335.5	\$342.2	\$349.1	\$356.0	\$363.2	\$370.4	\$3,410.3
FTA: Section 5339	\$93.1	\$21.3	\$20.7	\$21.3	\$21.9	\$22.6	\$23.2	\$23.9	\$24.6	\$25.4	\$298.0
<u>Subtotal Federal</u>	\$906.2	\$814.3	\$864.6	\$880.5	\$896.8	\$913.5	\$930.5	\$947.8	\$965.5	\$983.5	\$9,103.3
<u>Other</u>											
Casino Revenue	\$38.9	\$40.1	\$41.3	\$42.5	\$43.8	\$45.1	\$46.5	\$47.9	\$49.3	\$50.8	\$446.3
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
NJ TURNPIKE	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$250.0
<u>Subtotal Other</u>	\$66.5	\$67.7	\$68.9	\$70.1	\$71.4	\$72.7	\$74.1	\$75.5	\$76.9	\$78.4	\$722.2
<u>TTF</u>											
Transportation Trust Fund	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,663.0
<u>Subtotal TTF</u>	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,663.0
<u>NJ Transit Total</u>	\$1,732.8	\$1,649.0	\$1,700.4	\$1,717.7	\$1,735.3	\$1,753.2	\$1,771.6	\$1,790.3	\$1,809.4	\$1,828.9	\$17,488.5

Table 5
NJ TRANSIT Expenditures
(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>Federal</u>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$750.0
FTA: ASAP	\$34.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$34.8
FTA: Section 5307	\$378.8	\$387.0	\$405.4	\$436.5	\$445.2	\$454.1	\$463.2	\$472.4	\$481.9	\$491.5	\$4,415.9
FTA: Section 5310	\$11.7	\$11.9	\$12.3	\$12.5	\$12.8	\$13.0	\$13.3	\$13.5	\$13.8	\$14.1	\$128.9
FTA: Section 5311	\$5.9	\$6.0	\$6.2	\$6.3	\$6.5	\$6.6	\$6.7	\$6.9	\$7.0	\$7.1	\$65.3
FTA: Section 5337	\$306.9	\$313.1	\$345.0	\$328.9	\$335.5	\$342.2	\$349.1	\$356.0	\$363.2	\$370.4	\$3,410.3
FTA: Section 5339	\$93.1	\$21.3	\$20.7	\$21.3	\$21.9	\$22.6	\$23.2	\$23.9	\$24.6	\$25.4	\$298.0
<u>Subtotal Federal</u>	\$906.2	\$814.3	\$864.6	\$880.5	\$896.8	\$913.5	\$930.5	\$947.8	\$965.5	\$983.5	\$9,103.3
<u>Other</u>											
Casino Revenue	\$38.9	\$40.1	\$41.3	\$42.5	\$43.8	\$45.1	\$46.5	\$47.9	\$49.3	\$50.8	\$446.3
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
NJ TURNPIKE	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$250.0
<u>Subtotal Other</u>	\$66.5	\$67.7	\$68.9	\$70.1	\$71.4	\$72.7	\$74.1	\$75.5	\$76.9	\$78.4	\$722.2
<u>TTF</u>											
Transportation Trust Fund	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,663.0
<u>Subtotal TTF</u>	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,663.0
<u>NJ Transit Total</u>	\$1,732.8	\$1,649.0	\$1,700.4	\$1,717.7	\$1,735.3	\$1,753.2	\$1,771.6	\$1,790.3	\$1,809.4	\$1,828.9	\$17,488.5

Table 6
Distribution of Funds by Metropolitan Planning Organization (MPO)
NJDOT
(\$ millions)

MPO	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total	Subtotal(%)	Total(%)
<u>MPO Distribution</u>													
SJTPO	\$211.0	\$122.9	\$127.1	\$90.9	\$93.1	\$128.4	\$107.1	\$65.6	\$60.0	\$181.9	\$1,188.0	8.1%	4.1%
DVRPC	\$387.1	\$316.7	\$419.0	\$351.5	\$349.7	\$164.5	\$169.7	\$252.0	\$384.0	\$287.8	\$3,082.1	21.1%	10.8%
NJTPA	\$958.2	\$1,444.6	\$1,081.3	\$938.0	\$876.0	\$1,026.9	\$1,073.9	\$1,042.4	\$946.5	\$935.9	\$10,323.7	70.7%	36.0%
<u>Subtotal MPO</u>	\$1,556.3	\$1,884.2	\$1,627.4	\$1,380.4	\$1,318.9	\$1,319.8	\$1,350.7	\$1,360.0	\$1,390.5	\$1,405.6	\$14,593.8	100.0%	50.9%
<u>Statewide Distribution</u>													
Statewide	\$1,436.7	\$1,480.3	\$1,481.9	\$1,396.2	\$1,342.8	\$1,369.7	\$1,369.3	\$1,391.0	\$1,392.2	\$1,407.9	\$14,068.0	100.0%	49.1%
<u>Subtotal Statewide</u>	\$1,436.7	\$1,480.3	\$1,481.9	\$1,396.2	\$1,342.8	\$1,369.7	\$1,369.3	\$1,391.0	\$1,392.2	\$1,407.9	\$14,068.0	100.0%	49.1%
<u>Total</u>	\$2,993.0	\$3,364.5	\$3,109.2	\$2,776.6	\$2,661.7	\$2,689.5	\$2,720.0	\$2,751.0	\$2,782.7	\$2,813.5	\$28,661.8		100.0%

Table 7

Page 1 of 2

Delaware Valley Regional Planning Commission (DVRPC) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJDOT</u>											
FHWA: BFP	\$4.9	\$14.8	\$156.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$175.8
FHWA: BFP-OS-BRDG	\$0.3	\$0.0	\$7.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.0
FHWA: CMAQ	\$4.2	\$8.9	\$4.4	\$10.8	\$19.4	\$2.0	\$33.0	\$35.9	\$38.8	\$33.3	\$190.6
FHWA: CR-DVRPC	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.6	\$3.7	\$3.8	\$3.9	\$4.0	\$36.2
FHWA: HWIZ910-DVRPC	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.4
FHWA: HWIZ919-DVRPC	\$1.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: NHFP	\$0.0	\$36.0	\$30.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$66.2
FHWA: NHPP	\$264.5	\$114.5	\$73.8	\$222.9	\$221.8	\$59.7	\$33.1	\$111.7	\$228.1	\$148.5	\$1,478.6
FHWA: Rail-Hwy Crossing	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.0
FHWA: RAISE-DVRPC	\$0.0	\$4.3	\$12.1	\$2.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$19.0
FHWA: Safety	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.0
FHWA: SPR/PL	\$3.1	\$3.1	\$3.2	\$3.3	\$3.3	\$3.4	\$3.5	\$3.5	\$3.6	\$3.7	\$33.7
FHWA: STBGP-DVRPC	\$25.1	\$25.6	\$26.1	\$26.7	\$27.2	\$27.7	\$28.3	\$28.9	\$29.4	\$30.0	\$275.1
FHWA: STBGP-Statewide	\$8.8	\$20.5	\$12.3	\$5.5	\$7.5	\$1.0	\$1.0	\$1.0	\$12.9	\$1.0	\$71.4
FHWA: TA-DVRPC	\$3.2	\$3.2	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6	\$3.7	\$3.7	\$3.8	\$34.8
FTA: SPR/PL	\$1.3	\$1.3	\$1.4	\$1.4	\$1.4	\$1.5	\$1.5	\$1.5	\$1.5	\$1.6	\$14.5
Other Funds DVRPC	\$0.1	\$18.9	\$22.9	\$9.5	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$51.6
Transportation Trust Fund	\$61.5	\$58.1	\$58.1	\$58.1	\$58.1	\$58.1	\$58.1	\$58.1	\$58.1	\$58.1	\$584.4
<u>Total NJDOT</u>	\$387.1	\$316.7	\$419.0	\$351.5	\$349.7	\$164.5	\$169.7	\$252.0	\$384.0	\$287.8	\$3,082.1

Table 7*Page 2 of 2***Delaware Valley Regional Planning Commission (DVRPC)****Distribution of Funds - NJDOT & NJ TRANSIT****(Note: Does not include expenditures from "Statewide" Programs within region)****(\$ millions)**

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$0.0	\$3.8	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$38.9
FTA: Section 5307	\$34.9	\$38.6	\$52.2	\$58.6	\$76.7	\$78.7	\$80.8	\$83.0	\$85.1	\$87.3	\$676.0
FTA: Section 5310	\$2.7	\$2.7	\$2.8	\$2.9	\$2.9	\$3.0	\$3.1	\$3.1	\$3.2	\$3.2	\$29.6
FTA: Section 5311	\$1.4	\$1.4	\$1.4	\$1.5	\$1.5	\$1.5	\$1.5	\$1.6	\$1.6	\$1.6	\$15.0
FTA: Section 5337	\$17.3	\$18.3	\$20.2	\$19.3	\$19.7	\$20.1	\$20.5	\$20.9	\$21.3	\$21.7	\$199.2
FTA: Section 5339	\$21.4	\$5.4	\$4.8	\$4.9	\$5.0	\$5.2	\$5.3	\$5.5	\$5.7	\$5.8	\$69.0
Casino Revenue	\$8.5	\$8.8	\$9.0	\$9.3	\$9.6	\$9.9	\$10.2	\$10.5	\$10.8	\$11.1	\$97.5
Match Funds	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
NJ TURNPIKE	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.0
Transportation Trust Fund	\$94.1	\$89.7	\$91.5	\$95.4	\$103.2	\$118.7	\$118.6	\$118.7	\$118.7	\$118.6	\$1,067.3
<i>Total NJ Transit</i>	\$183.2	\$171.7	\$189.3	\$199.1	\$225.9	\$244.4	\$247.3	\$250.6	\$253.7	\$256.8	\$2,221.9
<i>Total</i>	\$570.3	\$488.4	\$608.3	\$550.7	\$575.6	\$408.9	\$417.0	\$502.5	\$637.7	\$544.7	\$5,304.0

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North Jersey Transportation Planning Authority (NJTPA) Distribution of Funds - NJDOT & NJ TRANSIT (Note: Does not include expenditures from "Statewide" Programs within region) (\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJDOT</u>											
FHWA: BFP	\$104.1	\$446.2	\$66.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$616.3
FHWA: BFP-OS-BRDG	\$2.0	\$3.0	\$1.5	\$9.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16.0
FHWA: CMAQ	\$10.0	\$15.3	\$11.5	\$10.0	\$7.5	\$37.0	\$7.5	\$7.5	\$7.5	\$7.5	\$121.4
FHWA: CR-NJTPA	\$14.2	\$14.4	\$14.7	\$15.0	\$15.3	\$15.6	\$16.0	\$16.3	\$16.6	\$16.9	\$155.1
FHWA: High Priority	\$17.0	\$3.8	\$1.4	\$13.6	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$37.7
FHWA: HWIZ919-NJTPA	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: NHFP	\$35.3	\$0.0	\$6.5	\$37.5	\$38.2	\$39.0	\$39.8	\$40.6	\$41.4	\$42.2	\$320.3
FHWA: NHPP	\$211.5	\$463.4	\$403.7	\$293.4	\$314.5	\$429.3	\$525.5	\$489.8	\$389.4	\$374.4	\$3,895.1
FHWA: Rail-Hwy Crossing	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$27.5
FHWA: Safety	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$280.0
FHWA: SPR/PL	\$12.9	\$13.2	\$13.4	\$13.7	\$14.0	\$14.3	\$14.6	\$14.8	\$15.1	\$15.4	\$141.5
FHWA: STBGP-NJTPA	\$107.7	\$109.8	\$112.0	\$114.3	\$116.5	\$118.9	\$121.3	\$123.7	\$126.2	\$128.7	\$1,179.0
FHWA: STBGP-OS-BRDG	\$0.0	\$0.0	\$0.0	\$0.0	\$9.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.0
FHWA: STBGP-Statewide	\$73.3	\$30.3	\$99.3	\$2.0	\$12.5	\$25.8	\$2.0	\$2.0	\$2.0	\$2.0	\$251.2
FHWA: TA-NJTPA	\$13.6	\$13.8	\$14.1	\$14.4	\$14.7	\$15.1	\$15.4	\$15.7	\$16.0	\$16.4	\$149.2
FTA: SPR/PL	\$5.5	\$5.7	\$5.8	\$5.9	\$6.0	\$6.2	\$6.3	\$6.4	\$6.5	\$6.6	\$60.9
Other Funds	\$4.0	\$0.0	\$5.5	\$82.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$92.4
Transportation Trust Fund	\$309.9	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$295.0	\$2,964.9
<u>Total NJDOT</u>	\$958.2	\$1,444.6	\$1,081.3	\$938.0	\$876.0	\$1,026.9	\$1,073.9	\$1,042.4	\$946.5	\$935.9	\$10,323.7

Table 8*Page 2 of 2***North Jersey Transportation Planning Authority (NJTPA)****Distribution of Funds - NJDOT & NJ TRANSIT****(Note: Does not include expenditures from "Statewide" Programs within region)****(\$ millions)**

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$75.0	\$70.5	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$702.9
FTA: ASAP	\$34.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$34.8
FTA: Section 5307	\$334.4	\$337.5	\$338.1	\$361.2	\$346.3	\$352.5	\$358.9	\$365.4	\$372.0	\$378.7	\$3,544.9
FTA: Section 5310	\$8.2	\$8.3	\$8.6	\$8.8	\$8.9	\$9.1	\$9.3	\$9.5	\$9.7	\$9.9	\$90.2
FTA: Section 5311	\$4.1	\$4.2	\$4.4	\$4.4	\$4.5	\$4.6	\$4.7	\$4.8	\$4.9	\$5.0	\$45.7
FTA: Section 5337	\$286.0	\$290.9	\$320.5	\$305.6	\$311.7	\$317.9	\$324.3	\$330.8	\$337.4	\$344.1	\$3,169.0
FTA: Section 5339	\$65.1	\$14.4	\$14.5	\$14.9	\$15.4	\$15.8	\$16.3	\$16.8	\$17.2	\$17.8	\$208.1
Casino Revenue	\$27.8	\$28.7	\$29.5	\$30.4	\$31.3	\$32.3	\$33.2	\$34.2	\$35.3	\$36.3	\$319.1
Match Funds	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$13.3
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
NJ TURNPIKE	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$225.0
Transportation Trust Fund	\$642.1	\$655.3	\$653.3	\$648.1	\$635.8	\$615.4	\$615.6	\$615.4	\$615.4	\$615.6	\$6,311.8
<i>Total NJ Transit</i>	<i>\$1,502.1</i>	<i>\$1,434.2</i>	<i>\$1,463.1</i>	<i>\$1,467.5</i>	<i>\$1,448.1</i>	<i>\$1,441.8</i>	<i>\$1,456.5</i>	<i>\$1,471.0</i>	<i>\$1,486.0</i>	<i>\$1,501.5</i>	<i>\$14,671.8</i>
<i>Total</i>	<i>\$2,460.3</i>	<i>\$2,878.8</i>	<i>\$2,544.4</i>	<i>\$2,405.5</i>	<i>\$2,324.1</i>	<i>\$2,468.7</i>	<i>\$2,530.4</i>	<i>\$2,513.4</i>	<i>\$2,432.5</i>	<i>\$2,437.4</i>	<i>\$24,995.5</i>

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South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<u>NJDOT</u>											
FHWA: BFP	\$21.6	\$22.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$43.9
FHWA: CMAQ	\$1.7	\$1.8	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$18.7
FHWA: CR-SJTPO	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$0.7	\$0.7	\$6.2
FHWA: High Priority	\$0.0	\$0.0	\$0.0	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8
FHWA: NHPP	\$102.1	\$14.2	\$28.9	\$33.8	\$36.5	\$71.5	\$44.1	\$8.0	\$2.0	\$123.5	\$464.4
FHWA: Rail-Hwy Crossing	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.7
FHWA: RAISE	\$20.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.0
FHWA: Safety	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.0
FHWA: SPR/PL	\$1.1	\$1.1	\$1.1	\$1.1	\$1.2	\$1.2	\$1.2	\$1.2	\$1.3	\$1.3	\$11.9
FHWA: SS4A	\$0.3	\$24.2	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$25.1
FHWA: STBGP-SJTPO	\$4.3	\$4.4	\$4.5	\$4.6	\$4.7	\$4.8	\$4.9	\$5.0	\$5.1	\$5.2	\$47.2
FHWA: STBGP-Statewide	\$17.5	\$15.4	\$50.7	\$9.3	\$9.4	\$9.6	\$15.4	\$10.0	\$10.2	\$10.4	\$157.8
FHWA: TA-SJTPO	\$0.5	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$6.0
FTA: SPR/PL	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.6	\$5.1
Transportation Trust Fund	\$37.6	\$34.5	\$34.5	\$34.5	\$34.5	\$34.5	\$34.5	\$34.5	\$34.5	\$34.5	\$348.1
<u>Total NJDOT</u>	<u>\$211.0</u>	<u>\$122.9</u>	<u>\$127.1</u>	<u>\$90.9</u>	<u>\$93.1</u>	<u>\$128.4</u>	<u>\$107.1</u>	<u>\$65.6</u>	<u>\$60.0</u>	<u>\$181.9</u>	<u>\$1,188.0</u>

Table 9*Page 2 of 2***South Jersey Transportation Planning Organization (SJTPO)****Distribution of Funds - NJDOT & NJ TRANSIT****(Note: Does not include expenditures from "Statewide" Programs within region)****(\$ millions)**

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$0.0	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$8.2
FTA: Section 5307	\$9.5	\$10.9	\$15.1	\$16.7	\$22.2	\$22.8	\$23.5	\$24.1	\$24.8	\$25.4	\$195.0
FTA: Section 5310	\$0.8	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$1.0	\$1.0	\$9.0
FTA: Section 5311	\$0.4	\$0.4	\$0.4	\$0.4	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$4.6
FTA: Section 5337	\$3.7	\$3.9	\$4.3	\$4.1	\$4.2	\$4.2	\$4.3	\$4.4	\$4.5	\$4.6	\$42.1
FTA: Section 5339	\$6.5	\$1.5	\$1.4	\$1.5	\$1.5	\$1.6	\$1.6	\$1.7	\$1.7	\$1.8	\$20.9
Casino Revenue	\$2.6	\$2.7	\$2.7	\$2.8	\$2.9	\$3.0	\$3.1	\$3.2	\$3.3	\$3.4	\$29.7
Match Funds	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.3
Transportation Trust Fund	\$23.9	\$22.0	\$22.2	\$23.5	\$28.0	\$32.9	\$32.8	\$32.9	\$32.9	\$32.8	\$283.9
<i>Total NJ Transit</i>	<i>\$47.5</i>	<i>\$43.1</i>	<i>\$48.1</i>	<i>\$51.0</i>	<i>\$61.3</i>	<i>\$67.0</i>	<i>\$67.8</i>	<i>\$68.8</i>	<i>\$69.7</i>	<i>\$70.6</i>	<i>\$594.7</i>
<i>Total</i>	<i>\$258.5</i>	<i>\$166.0</i>	<i>\$175.1</i>	<i>\$141.9</i>	<i>\$154.4</i>	<i>\$195.4</i>	<i>\$174.9</i>	<i>\$134.4</i>	<i>\$129.7</i>	<i>\$252.5</i>	<i>\$1,782.8</i>

Table 10
Statewide Programs
Distribution of Funds - NJDOT
(\$ millions)

Funding Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<i>NJDOT</i>											
FHWA: BFP	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
FHWA: BFP-OS-BRDG	\$34.6	\$33.9	\$27.8	\$27.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$123.7
FHWA: CMAQ	\$24.7	\$16.9	\$27.5	\$25.0	\$21.4	\$11.8	\$12.8	\$12.6	\$12.3	\$19.0	\$184.0
FHWA: CR-Statewide	\$12.8	\$13.1	\$13.4	\$13.6	\$13.9	\$14.2	\$14.5	\$14.8	\$15.1	\$15.4	\$140.7
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: HIP-BRR	\$13.3	\$13.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$26.5
FHWA: NEVFP	\$16.7	\$17.4	\$18.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$52.2
FHWA: NHPP	\$217.8	\$246.1	\$255.8	\$204.4	\$190.2	\$208.8	\$206.4	\$219.2	\$219.4	\$219.2	\$2,187.3
FHWA: Other Funds	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$13.8
FHWA: PFP	\$35.1	\$35.8	\$36.5	\$37.3	\$38.0	\$38.8	\$39.5	\$40.3	\$41.1	\$42.0	\$384.5
FHWA: Safety	\$41.3	\$42.9	\$44.5	\$46.0	\$47.6	\$49.3	\$50.9	\$52.6	\$54.4	\$56.1	\$485.7
FHWA: SPR/PL	\$39.8	\$40.3	\$39.8	\$27.4	\$27.9	\$28.5	\$29.0	\$29.6	\$30.2	\$30.8	\$323.4
FHWA: STBGP-OS-BRDG	\$61.0	\$62.2	\$63.4	\$64.7	\$57.0	\$67.3	\$68.7	\$70.0	\$71.4	\$72.9	\$658.5
FHWA: STBGP-Statewide	\$86.4	\$91.2	\$87.5	\$82.5	\$78.5	\$82.5	\$78.5	\$82.5	\$78.5	\$82.5	\$830.5
FHWA: TA	\$16.2	\$16.5	\$16.8	\$17.1	\$17.5	\$17.8	\$18.2	\$18.6	\$18.9	\$19.3	\$177.0
Transportation Trust Fund	\$830.9	\$845.4	\$845.4	\$845.4	\$845.4	\$845.4	\$845.4	\$845.4	\$845.4	\$845.4	\$8,439.5
<i>Total NJDOT</i>	<i>\$1,436.7</i>	<i>\$1,480.3</i>	<i>\$1,481.9</i>	<i>\$1,396.2</i>	<i>\$1,342.8</i>	<i>\$1,369.7</i>	<i>\$1,369.3</i>	<i>\$1,391.0</i>	<i>\$1,392.2</i>	<i>\$1,407.9</i>	<i>\$14,068.0</i>

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Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
<i>Federal Funds</i>															
Baltic Avenue, Maine Avenue to Missouri Avenue (DBNUM: S1702; UPC: 173620)															
	SJTPO	CON	STBGP-AC		\$1.300	\$0.800									\$2.100
Bridge No. C4.13 over Parkers Creek on Centerton Road (DBNUM: D2018; UPC: 213530)															
	DVRPC	CON	STBGP-PHILA						\$4.041	\$3.362					\$7.403
Camden County LINK Trail (DBNUM: D2403; UPC: 243340)															
	DVRPC	CON	LOCAL-DVRPC			\$1.900	\$6.400	\$1.300							\$9.600
	DVRPC	CON	RAISE-DVRPC			\$4.300	\$12.100	\$2.600							\$19.000
Camden White Horse Bridge/PATCO (DBNUM: D2404; UPC: 243350)															
	DVRPC	CON	STBGP-PHILA							\$3.000	\$4.500	\$3.000	\$4.000		\$14.500
Chestnut Avenue Safety Improvements and Rehabilitation (DBNUM: S2401; UPC: 243230)															
	SJTPO	CON	SS4A-VINELAND			\$24.221	\$0.597								\$24.818
Circulation Improvements Around Trenton Transit Center (DBNUM: D2023; UPC: 213590)															
	DVRPC	CON	STBGP-TRENTON						\$2.943	\$0.185	\$2.758				\$5.886
CR 508 (Bridge Street), Bridge over Passaic River (DBNUM: N1602; UPC: 153270)															
	NJTPA	CON	STBGP-NY/NWK						\$50.000	\$27.000					\$77.000
CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave (DBNUM: D2014; UPC: 213270)															
	DVRPC	CON	STBGP-TRENTON					\$3.054	\$1.042	\$1.000	\$2.741	\$5.215	\$6.034	\$6.154	\$25.240
CR 670 (Burnt Mill Rd) and CR 673 (White Horse Rd) Intersection Improvements (DBNUM: D2213; UPC: 223170)															
	DVRPC	CON	STBGP-PHILA			\$2.158	\$1.400	\$1.642							\$5.200
CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3) (DBNUM: D2017; UPC: 213510)															
	DVRPC	CON	STBGP-PHILA					\$1.690	\$5.053	\$2.183					\$8.926
Erial Rd and College Drive Intersection (DBNUM: D2204; UPC: 223030)															
	DVRPC	CON	STBGP-PHILA				\$2.000	\$2.300							\$4.300
Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements) (DBNUM: D1709; UPC: 174000)															
	DVRPC	CON	STBGP-PHILA			\$2.008	\$1.969	\$2.690		\$1.351	\$1.300				\$9.318
Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DBNUM: D1710; UPC: 173920)															

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NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
DVRPC	CON	OTHER-DVRPC			\$16.400		\$16.400	\$8.200							\$41.000
Monmouth County Bridge S-31 (AKA Bingham Avenue Bridge) over Navesink River, CR 8A (DBNUM: NS9603; UPC: 950606)															
NJTPA	CON	STBGP-NY/NWK											\$85.000	\$74.000	\$159.000
Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DBNUM: D1914; UPC: 193770)															
DVRPC	CON	STBGP-PHILA			\$0.760		\$1.176	\$0.517	\$1.540	\$2.700	\$3.142				\$9.835
New or Upgraded Traffic Signal Systems at Intersections, Phase 3 (DBNUM: D2022; UPC: 213580)															
DVRPC	CON	STBGP-PHILA					\$3.194	\$0.746							\$3.940
Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (DBNUM: D1910; UPC: 193680)															
DVRPC	CON	HSIP			\$3.000		\$3.000	\$0.956							\$6.956
Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and trail linkages (DBNUM: D2402; UPC: 243330)															
DVRPC	CON	STBGP-PHILA									\$2.000	\$3.500	\$4.000	\$6.500	\$16.000
Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout (DBNUM: D1913; UPC: 193760)															
DVRPC	CON	HSIP						\$0.500							\$0.500
DVRPC	CON	STBGP-PHILA			\$1.018										\$1.018
Route 1, NB Bridge over Raritan River (DBNUM: 15303; UPC: 153030)															
NJTPA	CON	NHPP			\$82.500		\$30.000								\$112.500
Route 17, Essex Street to South of Route 4 (DBNUM: 103A1; UPC: 088034)															
NJTPA	CON	NHPP									\$144.100			\$124.200	\$268.300
Route 42, Kennedy Ave. to Atlantic City Expressway (DBNUM: 12306; UPC: 123060)															
DVRPC	CON	NHPP		\$57.300	\$14.500										\$71.800
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections (DBNUM: 12380; UPC: 123800)															
DVRPC	CON	NHPP									\$56.500	\$72.000			\$128.500

Table 11

Page 3 of 3

NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) (DBNUM: 11415; UPC: 114150)															
	NJTPA	DES	NHFP-HWY		\$35.305										\$35.305
	NJTPA	DES	NHPP		\$2.995			\$6.700		\$5.600					\$15.295
	NJTPA	ROW	NHFP-HWY				\$6.500								\$6.500
	NJTPA	ROW	NHPP								\$0.500		\$0.500		\$1.000
	NJTPA	CON	NHFP-HWY					\$37.466	\$38.216	\$38.980	\$39.760	\$40.555	\$41.366	\$42.193	\$278.535
	NJTPA	CON	NHPP					\$70.734	\$68.984	\$68.220	\$67.440	\$53.845	\$51.434	\$236.207	\$616.865
Route 206, South Broad Street Bridge over Assunpink Creek (DBNUM: L064; UPC: 950151)															
	DVRPC	CON	STBGP-TRENTON		\$4.006	\$4.458	\$1.711	\$1.289	\$3.801						\$15.265
Route 295 and Route 38 Interchange Operational Improvements (DBNUM: 21311; UPC: 213110)															
	DVRPC	CON	NHPP										\$97.500	\$145.000	\$242.500
Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike) (DBNUM: 18353; UPC: 183530)															
	DVRPC	CON	CMAQ								\$28.603	\$33.851	\$34.132	\$30.413	\$127.000
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)															
	DVRPC	CON	NHFP-HWY		\$36.011	\$30.232									\$66.243
	DVRPC	CON	NHPP					\$166.858	\$115.399						\$282.257
Federal Multi-year Funding Total				\$57.3	\$55.1	\$178.1	\$119.4	\$309.7	\$288.5	\$157.4	\$152.7	\$340.6	\$396.0	\$664.7	\$2,719.4

Page 1 of 1

NJDOT Multi-year Funded State Projects
(\$ millions)

NJDOT Multi-year Funded State Projects

[illegible][illegible]

Table 13
NJ TRANSIT Federal Equipment Lease Payments
(\$ millions)

Project Name (ID #)	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
Portal Bridge North (DBNUM: T538)											
Note:											
	\$37.800	\$37.800	\$37.803	\$37.803	\$37.802	\$37.801	\$37.803	\$37.801	\$37.799	\$37.801	\$378.014
Rail Rolling Stock (DBNUM: T112)											
Note:											
	\$82.674	\$82.676	\$82.674	\$82.675	\$3.957						\$334.655
Transit Rail Initiatives (DBNUM: T300)											
Note:											
	\$25.975	\$25.975	\$25.975	\$25.975	\$88.679	\$23.262	\$44.030	\$44.028	\$44.029	\$44.027	\$391.954



U.S. Department
of Transportation

**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1835 Market Street
Suite 1910
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

January 6, 2020

Mr. Ryan N. Boyer
Chairman
Delaware River Port Authority
One Port Center, 2 Riverside Drive
P.O. Box 1949
Camden, NJ 08101

Re: Federal Transit Administration (FTA) Fiscal Year 2019 Triennial Review – Final Report

Dear Mr. Boyer:

The enclosed report documents the Federal Transit Administration's (FTA) Triennial Review of the Delaware River Port Authority (DRPA). This review is required by Chapter 53 of Title 49, United States Code, Section 5307. Although not an audit, the Triennial Review is the FTA's assessment of DRPA's compliance with federal requirements, determined by examining a sample of award management and program implementation practices. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with award requirements.

The Triennial Review focused on DRPA's compliance in 21 areas. No deficiencies were found with the FTA requirements in 20 areas. A deficiency was found in one area: Financial Management and Capacity. DRPA had no repeat deficiencies from the FY 2016 Triennial Review.

Subsequent to the issuance of the draft report, DRPA submitted documentation to sufficiently address and close the deficiency in Financial Management and Capacity. As a result of this finding being closed, the FY 2019 Triennial Review is also considered closed.

Thank you for your cooperation and assistance during this Triennial Review. If you need any technical assistance or have any questions, please do not hesitate to contact Ms. Karen Roscher, FTA Program Manager, at 215-656-7002 or by email at karen.roscher@dot.gov; or your reviewer, Ms. Dana Lucas, The DMP Group, LLC, at 202-726-2630 or by email at dana.lucas@thedmpgroup.com.

Sincerely,

Terry Garcia Crews
Regional Administrator

Enclosure

cc: John Hanson, CEO, DRPA

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U.S. Department
of Transportation

**Federal Transit
Administration**

REGION 2
New York and New Jersey

One Bowling Green
Room 428
New York, NY 10004
(212) 668-2170
(212) 688-2136 (fax)

December 19, 2022

Kevin S. Corbett
President & CEO
New Jersey Transit Corporation (NJT)
One Penn Plaza East
Newark, NJ 07105

Re: Federal Transit Administration (FTA) Fiscal Year 2022 Combined Triennial and State Management Review – Final Report

Dear Mr. Corbett:

Please find enclosed with this letter, the final report as required by 49 U.S.C. Chapter 53 and other Federal requirements. The enclosed final report documents the FTA's Combined Triennial and State Management Review of NJ Transit located in Newark, New Jersey. Although not an audit, the Combined Triennial and State Management Review is the FTA's assessment of NJ Transit's compliance with Federal requirements, determined by examining a sample of award management and program implementation practices. As such, the Combined Triennial and State Management Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with award requirements.

Due to the Coronavirus 2019 (COVID-19) Public Health Emergency, a virtual site visit was conducted for this Combined Triennial and State Management Review. In addition, the review was expanded to address NJT's compliance with the administrative relief and flexibilities FTA granted and the requirements of the COVID-19 Relief funds received through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021, and the American Rescue Plan (ARP) Act of 2021.

The Combined Triennial and State Management Review focused on NJT's compliance in 23 areas. No deficiencies were found with the FTA requirements in 21 of these areas. Deficiencies were found with the FTA requirements in the Satisfactory Continuing Control and Procurement areas of compliance. None of the deficiencies are repeat deficiencies from the FY2018 Combined Triennial and State Management Review.

However, during the Combined Triennial and State Management Review under the technical capacity areas of compliance, FTA has concerns with NJ Transit's implementation of the FTA program given its existing capital program responsibilities, staff decrease and the increased responsibilities for future major capital projects such as the Portal North Bridge Project, Hudson Tunnel Project, etc. Therefore, FTA will continue to monitor the technical capacity of NJ Transit's FTA awards, programs and projects at NJ Transit's Quarterly Meetings.

As part of this year's Combined Triennial and State Management Review of NJT, FTA incorporated an Enhanced Review Module (ERM) in the Disadvantaged Business Enterprise (DBE) area. The purpose of an ERM is to conduct a more comprehensive review of underlying or contributing issues identified during the pre-assessment stage of the Combined Triennial and State Management Review. There were no deficiencies resulting from the ERM.

Regulations and Guidance

As NJ Transit moves forward with its transit program, FTA would like to provide a look-ahead for future oversight activities related to new and updated requirements, below.

Cybersecurity Certification for Rail Rolling Stock and Operations

In FY2020, the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, §7613 promulgated the addition of U.S.C. Section 5323(v). This new requirement instructs recipients that operate rail fixed guideway public transportation systems to certify to FTA that it established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks. Recipients are to use the approach described in the voluntary standards and best practices developed by the National Institute of Standards and Technology (NIST) and the Secretary of Homeland Security in consultation and coordination with various stakeholders. Recipients are also to identify hardware and software it determines should be tested and analyzed by a third party to mitigate cybersecurity risk.

For the FY2022 review cycle, FTA is deploying a “soft launch” in determining if, and how, recipients are developing their plan for identifying and reducing cybersecurity risks. Recipients are to certify in TrAMS by correctly completing Category 20 of the Annual Certifications and Assurances to indicate their compliance with this requirement. For the FY2025 review cycle, this requirement will be reviewed for full compliance.

For additional information about the cybersecurity framework, visit the NIST’s website at:
<https://www.nist.gov/cyberframework/framework>.

Thank you for your cooperation and assistance during this Triennial Review. If you need any technical assistance or have any questions, please do not hesitate to contact Ms. Lauren Pessoa, FTA Program Manager at 212-824-2439 or lauren.pessoa@dot.gov; or Mr. Jun Yan, FTA General Engineer at 212-668-2176 or jun.yan@dot.gov.

Sincerely,

Stephen Goodman, PE
Regional Administrator

Enclosure

cc: N. Seymour, NJT (via email); S. Young, NJT (via email); R. Schaefer, NJT (via email); C. Iu, NJT (via email); M. Albrecht, NJT (via email); J. Gray, NJT (via email); M. Culotta, FTA (via email); D. Davis, FTA (via email); L. Pessoa, FTA (via email); R. Luperena, FTA (via email); K. Burgos-Brown, FTA (via email); S. Soleyn, FTA (via email); J. Yan, FTA (via email); L. Bailey, FTA (via email); J. Caruolo, CDI/DCI Joint Venture (via email); O. Fonseca, CDI/DCI Joint Venture (via email); A. Stapler, CDI/DCI Joint Venture (via email); K. Beck, CDI/DCI Joint Venture (via email)



APPENDIX C

Executive Summary of the Documentation of the Conformity Finding

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Transportation Conformity Demonstration:

Connections 2050 Long-Range Plan,
Draft FY2024 New Jersey, and FY2023
Pennsylvania TIPs Executive Summary



September 2023

PUBLIC COMMENT PERIOD:

July 24 - August 25, 2023

submit your comments by:

button via webpage: www.dvrpc.org/airquality/conformity

or email: airconformity@dvrpc.org

or by mail:

Public Comments

c/o DVRPC Office of Communications and Engagement

190 N Independence Mall West, 8th Floor

Philadelphia, PA 19106-1520





The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

TITLE VI COMPLIANCE | DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

DVRPC is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

Executive Summary

Where is Transportation Conformity required?

Nonattainment

Areas: a region that currently does not meet the NAAQS.

Maintenance Areas: a region that **previously** violated air quality standards but currently meets them and has an approved Clean Air Act (CAA) section 175(a) maintenance plan.

Overview

Transportation conformity is the process by which metropolitan planning organizations (MPOs) or departments of transportation (DOTs) demonstrate that transportation projects included in a region's Long-Range Plan (Plan) or Transportation Improvement Program (TIP) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS).

A transportation conformity demonstration is required at least once every four years or when an MPO: (1) adopts a new Plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project in a Plan or TIP. This conformity demonstration is required due to amendments of major regional projects in the Plan and Pennsylvania TIP and a new Fiscal Year (FY) 2024 TIP for New Jersey.

The Delaware Valley Regional Planning Commission (DVRPC) region includes a complex combination of nonattainment and maintenance areas for ozone and fine particulate matter (PM_{2.5}). The region's ozone nonattainment area encompasses the entire nine-county DVRPC region, while the PM_{2.5} maintenance areas encompass various portions of the region. The region is required to demonstrate transportation conformity for each of these standards in each of the appropriate geographic areas covered by the nonattainment and maintenance areas.

This transportation conformity demonstration shows that the *Connections 2050* Long-Range Plan, Draft FY2024–2027 New Jersey TIP and FY2023–2026 Pennsylvania TIP are following, or “conforming to,” State Implementation Plans (SIP) to meet the NAAQS.

This Executive Summary highlights DVRPC's conformity demonstration for:

Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) meeting the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area; and

Direct PM_{2.5} and precursor NO_x meeting the 2006 24-Hour, and 2012 Annual PM_{2.5} NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE Annual and 24-Hour PM_{2.5} Maintenance Area,
- the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT Annual and 24-Hour PM_{2.5} Maintenance Area, and
- the Delaware County, PA Annual PM_{2.5} Maintenance Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC Plan, Draft New Jersey TIP, and Pennsylvania TIP with all applicable SIPs and NAAQS requirements for the above pollutants within the noted areas. The full conformity determination document is available at www.dvrpc.org/airquality/conformity.

Analysis Approach

Regional Emissions Analysis of Plan and TIP Projects

The federal Final Conformity Rule (Final Rule) requires that all regionally significant and nonexempt projects that are funded in the Plan and TIP must be included in the regional Travel Demand Model (TDM). Emissions from those modeled projects are then quantified using the latest U.S. Environmental Protection Agency (US EPA)-approved emissions modelling system, in this case the Motor Vehicle Emissions Simulator version 3.1 (MOVES 3.1). DVRPC has used the MOVES 3.1 model for this transportation conformity demonstration.

Conformity Test

Modeled emissions results from the projects in the Plan and TIPs are then compared to Motor Vehicle Emissions Budgets (MVEBs) contained in the SIPs to meet the NAAQS. When modeled emissions are less than the SIP budgets, the transportation conformity requirements have been met. This process is referred to as the “budget test.”

New Jersey and Pennsylvania have approved SIP MVEBs for the 1997 Eight-Hour Ozone Standard, 1997 and 2012 Annual PM_{2.5} standards, and 2006 24-Hour PM_{2.5} standards. These budgets are used to demonstrate conformity for all of the current NAAQS requirements.

Analysis Years

When performing the budget test, DVRPC identifies a series of analysis years. Analysis years are benchmarks for the projects that are included in the TDM and emissions analysis. All projects that are expected to be open to traffic by the beginning of that analysis year are included in that year’s emissions analysis. The Final Rule includes guidance on the selection of analysis years. Analysis years must include SIP budget years, the final year of the Plan, and interim analysis years that are no more than 10 years apart.

MVEBs are established in each state’s SIP for specific years. The MVEBs set the emissions limits moving forward until the next SIP budget year. For example, the 2017 PM_{2.5} SIP budgets in Pennsylvania establish emissions limits for all projects that are open to traffic after 2017 but before the new SIP budget year of 2025. The 2025 PM_{2.5} SIP budgets establish emissions limits for all projects that are open to traffic after 2025 and until such time as a new SIP budget is approved by the US EPA.

To demonstrate conformity for the ozone NAAQS, projected VOC and NO_x emissions in all analysis years must be below the SIP MVEBs for the given analysis years. VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a typical summer week workday.

To demonstrate conformity for the PM_{2.5} NAAQS, emissions are estimated for direct PM_{2.5} and the PM_{2.5} precursor chemical NO_x. The SIP budgets for PM_{2.5} are expressed in terms of annual emissions; therefore, conformity analyses are conducted for annual PM_{2.5} emissions.

requirements for the above pollutants within the noted areas. The full conformity determination document is available at www.dvrpc.org/airquality/conformity.

Analysis Approach

Regional Emissions Analysis of Plan and TIP Projects

The federal Final Conformity Rule (Final Rule) requires that all regionally significant and nonexempt projects that are funded in the Plan and TIP must be included in the regional Travel Demand Model (TDM). Emissions from those modeled projects are then quantified using the latest U.S. Environmental Protection Agency (US EPA)-approved emissions modeling system, in this case the Motor Vehicle Emissions Simulator version 3.1 (MOVES 3.1). DVRPC has used the MOVES 3.1 model for this transportation conformity demonstration.

Conformity Test

Modeled emissions results from the projects in the Plan and TIPs are then compared to Motor Vehicle Emissions Budgets (MVEBs) contained in the SIPs to meet the NAAQS. When modeled emissions are less than the SIP budgets, the transportation conformity requirements have been met. This process is referred to as the “budget test.”

New Jersey and Pennsylvania have approved SIP MVEBs for the 1997 Eight-Hour Ozone Standard, 1997 and 2012 Annual PM_{2.5} standards, and 2006 24-Hour PM_{2.5} standards. These budgets are used to demonstrate conformity for all of the current NAAQS requirements.

Analysis Years

When performing the budget test, DVRPC identifies a series of analysis years. Analysis years are benchmarks for the projects that are included in the TDM and emissions analysis. All projects that are expected to be open to traffic by the beginning of that analysis year are included in that year’s emissions analysis. The Final Rule includes guidance on the selection of analysis years. Analysis years must include SIP budget years, the final year of the Plan, and interim analysis years that are no more than 10 years apart extending out to the horizon year of the Plan.

MVEBs are established in each state’s SIP for specific years. The MVEBs set the emissions limits moving forward until the next SIP budget year. For example, the 2017 PM_{2.5} SIP budgets in Pennsylvania establish emissions limits for all projects that are open to traffic after 2017 but before the new SIP budget year of 2025. The 2025 PM_{2.5} SIP budgets establish emissions limits for all projects that are open to traffic after 2025 and until such time as a new SIP budget is approved by the US EPA.

To demonstrate conformity for the ozone NAAQS, projected VOC and NO_x emissions in all analysis years must be below the SIP MVEBs for the given analysis years. VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a typical summer week workday.

To demonstrate conformity for the PM_{2.5} NAAQS, emissions are estimated for direct PM_{2.5} and the PM_{2.5} precursor chemical NO_x. The SIP budgets for PM_{2.5} are expressed in terms of annual emissions; therefore, conformity analyses are conducted for annual PM_{2.5} emissions.

In the DVRPC region, the analysis years are 2025, 2035, 2045, and 2050. Delaware County has an additional SIP budget analysis year for annual PM_{2.5} and the PM_{2.5} precursor chemical NO_x, which is 2030.

For this conformity demonstration, the mobile source emissions analysis years are identified in Table 1.

Table 1: Mobile Source Analysis Years

Year	Ozone	PM _{2.5}	Note
2025	√	√	Interim Year and PM _{2.5} SIP budget year
2030		√	PM _{2.5} SIP budget year (Delaware County only)
2035	√	√	Year within 10 years of previous analysis
2045	√	√	Year within 10 years of previous analysis
2050	√	√	DVRPC Plan horizon year

Source: DVRPC, 2023

Findings

The DVRPC Plan and the TIPs are found to be in conformity with the current Pennsylvania SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and PM_{2.5} do not exceed the respective budgets established by the states' Departments of Environmental Protection (DEP) in accordance with the Final Rule under the current NAAQS governing applicable pollutants.

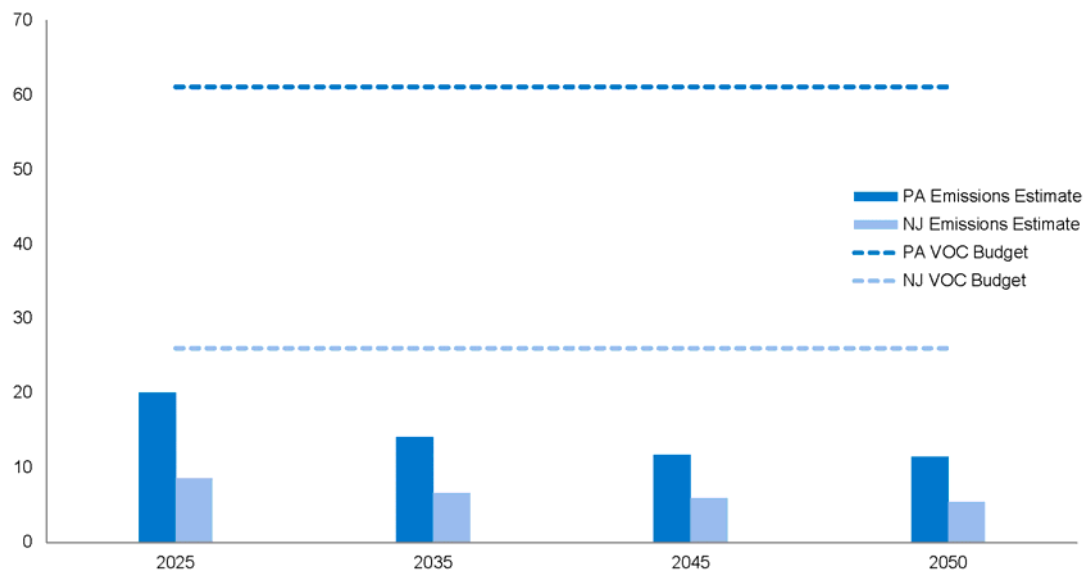
The transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

- that the Plan and the TIP are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- that the Plan and the TIP do not interfere with the timely implementation of transportation control measures (TCMs)¹ [40 CFR 93.113]; and
- that the Plan and the TIP are consistent with the MVEBs in the applicable SIPs [40 CFR 93.118].

Figures 1 through 6 detail the emissions analysis results for transportation projects included in the Plan and TIPs for New Jersey and Pennsylvania. The data for these figures is detailed beginning on page 25 of the full conformity document. These estimates of emissions results confirm that the transportation projects in the Plan and TIPs conform to the respective SIP and Final Rule conformity requirements.

¹TCMs are strategies that reduce transportation-related air pollution, greenhouse gas emissions, and fuel use by reducing vehicle miles traveled and improving roadway operations.

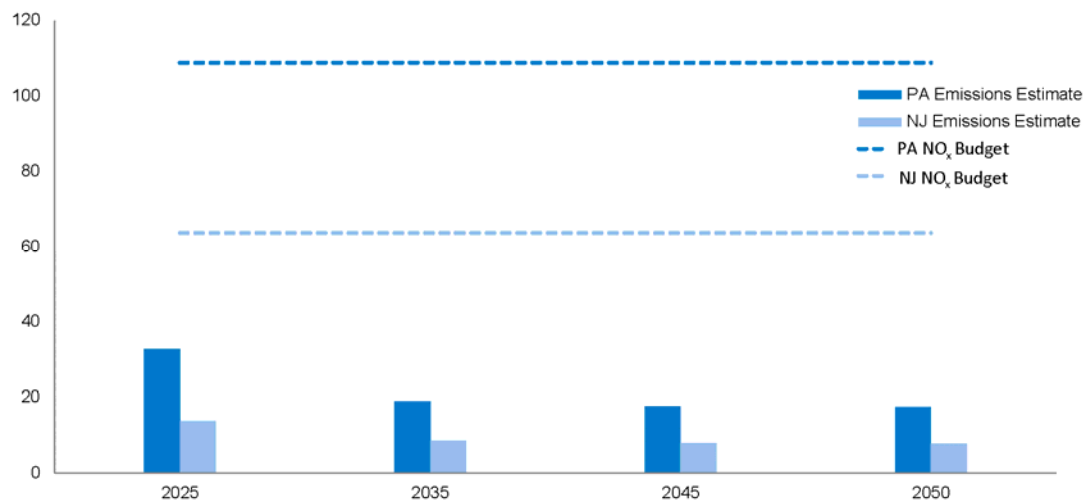
Figure 1: VOCs Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2023

The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years.

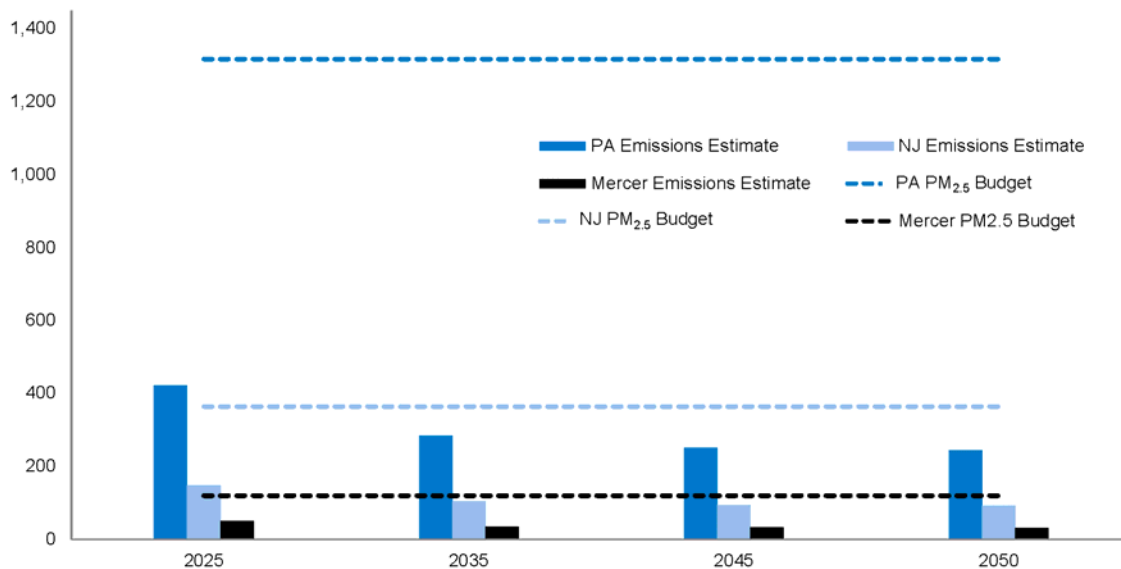
Figure 2: NO_x Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2023

The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years.

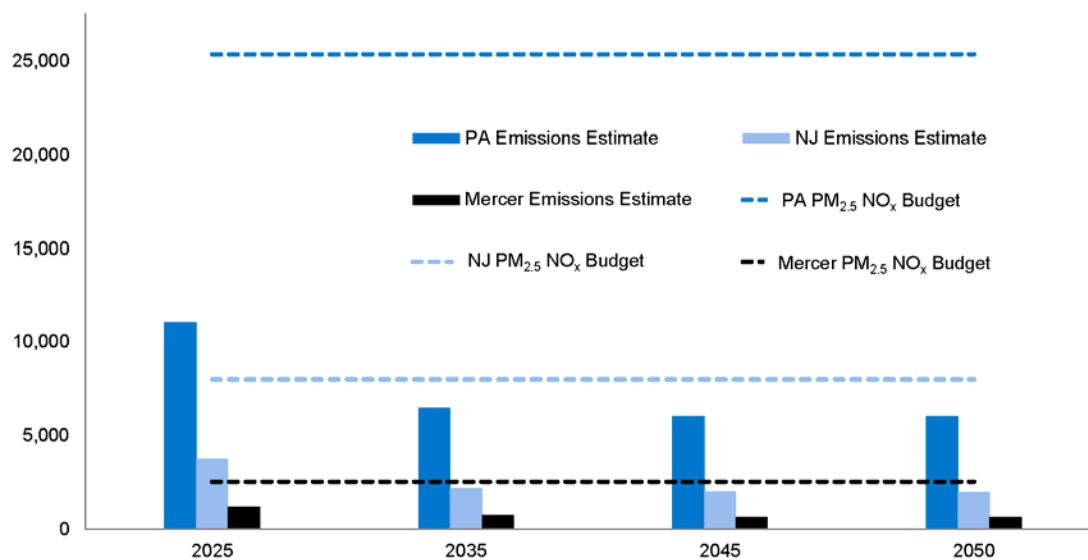
Figure 3: Annual and 24-Hour Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2023

The most recent MVEBs apply to all future analysis years.

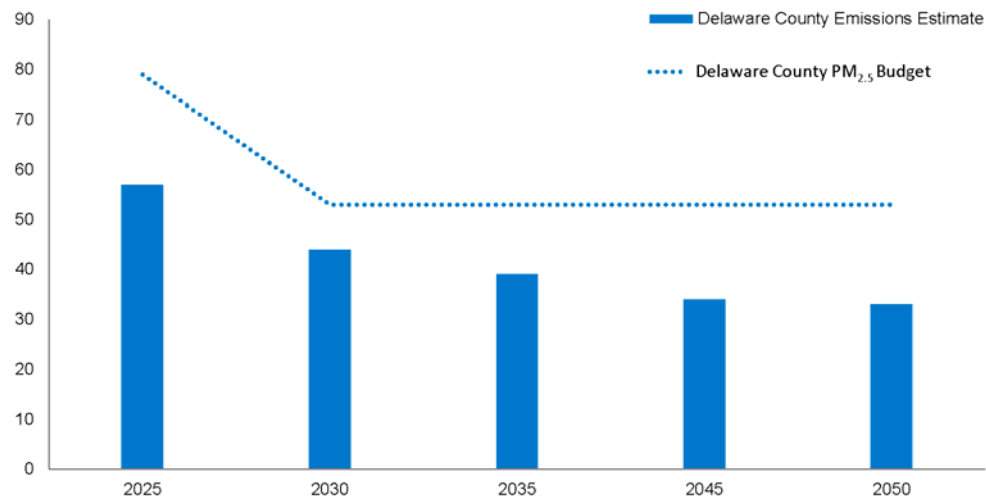
Figure 4: Annual and 24-Hour NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2023

The most recent MVEBs apply to all future analysis years.

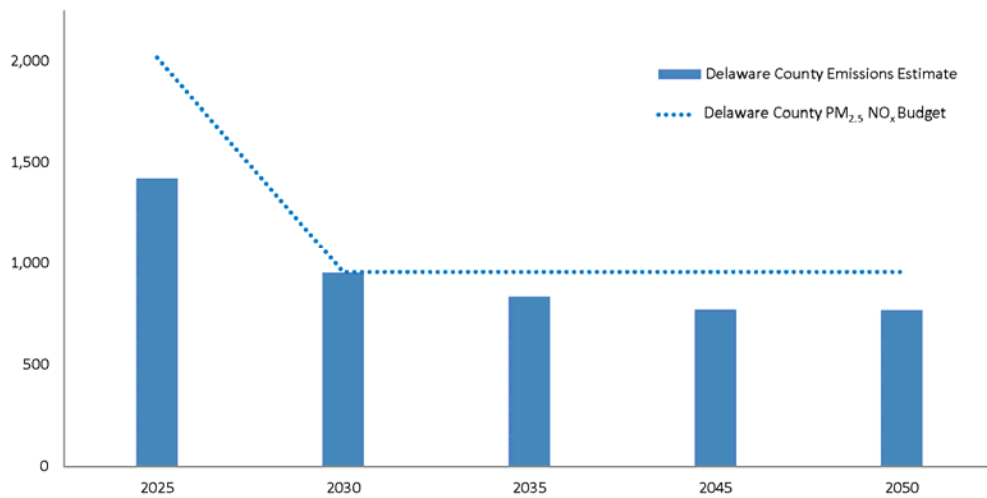
Figure 5: Delaware County Annual Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2023

The most recent MVEBs apply to all future analysis years.

Figure 6: Delaware County Annual NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2023

The most recent MVEBs apply to all future analysis years.

These findings demonstrate transportation conformity of the DVRPC *Connections 2050* Long-Range Plan, Draft FY2024 New Jersey TIP, and FY2023 Pennsylvania TIP with the state SIPs and the Final Rule requirements under CAA, including:

- the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area;
- the 2006 24-Hour PM_{2.5} NAAQS in the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area;
- the 2006 24-Hour PM_{2.5} NAAQS in the New York–Northern New Jersey–Long Island, NY–NJ–CT Annual and 24-Hour PM_{2.5} Maintenance Area, and
- the 2012 Annual PM_{2.5} Delaware County, PA Maintenance Area.

Transportation Conformity Demonstration

Connections 2050 Long-Range Plan, Draft FY2024 New Jersey TIP, and FY2023 Pennsylvania TIP

Publication Number: 24111

Date Published: September 2023

Geographic Area Covered:

The nine-county DVRPC planning area, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

Key Words:

Air Quality, *Connections 2050* Long-Range Plan, Multijurisdictional Nonattainment Area, National Ambient Air Quality Standards, Nonattainment Area, NO_x, Ozone, State Implementation Plan (SIP), Transportation Conformity, Transportation Improvement Program (TIP), Volatile Organic Compounds (VOCs).

Abstract:

The Delaware Valley Regional Planning Commission (DVRPC) demonstrates transportation conformity of its Draft *Connections 2050* Long-Range Plan, Draft Fiscal Year (FY) 2024 New Jersey Transportation Improvement Program (TIP), and FY2023 Pennsylvania TIP. A transportation conformity demonstration is required at least once every four years or when a metropolitan planning organization: (1) adopts a new Plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project in a Plan or TIP. This conformity finding of the DVRPC Plan and TIPs shows that they meet the National Ambient Air Quality Standards requirements governing ozone and fine particulate matter. This conformity finding reflects all amendments to the Plan and TIPs through June 2023.

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APPENDIX D

Memorandum of Understanding on Procedures to Amend and Modify the TIP

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MEMORANDUM OF UNDERSTANDING

Statewide Procedures for TIP/STIP Revisions

Among the

**Delaware Valley Regional Planning Commission,
North Jersey Transportation Planning Authority,
South Jersey Transportation
Planning Organization,
New Jersey Transit Corporation,
and New Jersey Department of Transportation**

PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

DEFINITIONS

For the purposes of this MOU the following meanings will apply:

Advance Construction – A technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an Advance Construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project.

e-STIP¹ – A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

Fiscal Constraint – A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Flexing Funds – The transfer of federal funds between the federal highway and transit programs (i.e., from Title 23 of the highway program to transit projects and from Title 49 of the transit program to highway projects) pursuant to the provisions of the Intermodal

¹ Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP is capable of processing such actions in a manner acceptable to FTA Region 2.

Surface Transportation Efficiency Act of 1991 (ISTEA) and subsequent Transportation Equity Act for the 21st Century (TEA-21).

Interagency Consultation Group (ICG) – A group of stakeholders consisting of state and federal agency representatives empowered to guide the transportation conformity process, review and approve the conformity demonstration’s assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation—including both the FHWA and the Federal Transit Administration (FTA)—the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection, the NJDOT, NJ TRANSIT, and an MPO. This group works cooperatively to insure the MPO’s conformity demonstrations and processes are following federal guidance and meeting federal requirements.

Memorandum of Understanding (MOU) – An official agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

Metropolitan Planning Organization (MPO) – A federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region’s current and future needs.

Program Line Item – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

Project – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

Project Sponsor – The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

Regional Transportation Plan – A federally mandated long-range transportation plan prepared by an MPO for its region.

Statewide Transportation Improvement Program (STIP) – A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Sub-region – The jurisdictions that comprise an MPO.

Transportation Improvement Program (TIP) – A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

Unobligated Prior Year Balance – The portion of the funds authorized by a federal agency that has not been obligated by the grantee and is determined by deducting the cumulative obligations from the cumulative funds authorized.

AGREEMENT

In adopting a TIP, the parties to this MOU (DVRPC, NJTPA, SJTPO, the NJDOT, and NJ TRANSIT) agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to the FHWA and the FTA for joint approval. The approved STIP serves as the reference document required under federal regulations (23 CFR § 450.216) for use by the FHWA and the FTA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 CFR § 450.326 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 CFR Part 450 and 49 CFR Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.

A. AMENDMENTS

The parties agree that a TIP/STIP amendment shall be required under the following circumstances. There are two classes of amendments:

1. Major Amendment

Any TIP/STIP action which affects air quality conformity and would require a new regional conformity determination is a Major Amendment. This type of amendment requires the approval of the FHWA and the FTA. The MPO, in consultation with the ICG as necessary, will determine if the change to or addition of a project would:

- a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127) (unless it is deemed “Not Regionally Significant (NRS)” or can be subject to a project level analysis that would not change the conformity finding);
- b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127); or
- c) Change the project completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.

2. Minor Amendment

Any TIP/STIP amendment which does not affect air quality conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. A Minor Amendment, like a Major Amendment, requires the approval of the FHWA and the FTA. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

- a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances;
- b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP;
- c) When there is an addition of a development phase to a project that results in moving all major phases of work (e.g., Construction and Right-of-Way for the NJDOT) out of the TIP/STIP;

- d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds;
- e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT; or
- f) When any phase of work of a project has a cost increase of more than \$15,000,000.

If none of these conditions exist, and the action does not affect conformity, then the change qualifies as a Modification and section B applies.

3. Procedures

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary technical and policy level approvals. The Project Sponsor shall provide documentation with a clear explanation justifying the amendment. The Project Sponsor shall also provide the necessary project data required for the TIP/STIP listing including the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination, if required.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/State Implementation Plan (SIP) conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 CFR Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS. The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, the NJDOT shall forward the conformity determination for its projects to the FHWA and the FTA and apply for a joint conformity finding to be made by the FHWA and the FTA after consultation with the USEPA. Following FHWA/FTA approval, the NJDOT will notify the MPO of the approval. NJ TRANSIT shall follow the same procedures for its projects and programs.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as

delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to the NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for review and approval. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for review and approval.

B. MODIFICATIONS

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications (of which there are three classes as defined below).

1. Modifications Not Requiring Further MPO Action Beyond This MOU (Informational Modifications)

The parties agree that changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount less than or equal to \$500,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount less than or equal to \$1,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount less than or equal to \$5,000,000.
- d) When the cost of a Program Line Item increases by an amount less than or equal to \$5,000,000.
- e) When there is additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to \$250,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered

during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.

- f) When either the NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project
- g) When the NJDOT and NJ TRANSIT modify and use statewide Program Line Item funds throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).
- h) When the Project Sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP, provided the federal funding is shown for the project in the TIP/STIP.
- i) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).

2. Modifications That May Be Approved by Administrative Action (Administrative Modifications)

The parties agree that, under the following circumstances, changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected sub-regions may approve the action administratively.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount more than \$500,000 but less than or equal to \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount more than \$1,000,000 but less than or equal to \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000.
- d) When the cost of a Program Line Item increases by an amount more than \$5,000,000 but less than or equal to \$10,000,000.
- e) When a phase of work of a project is moved among the constrained years of the TIP/STIP.

- f) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).
- g) When the Project Sponsor chooses to apply federal Advance Construction procedures to a project listed in the current year of the TIP/STIP for which federal funding has not been provided in any future year.
- h) When changing a federally funded, NRS project to non-federal funding.
- i) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
 - 1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
 - 2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
 - 3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.
- j) When federal unobligated prior year balances are added to a federally-funded project or program.
- k) When other modifications, not defined in this sub-section, are identified as an administrative action.
- l) When the Executive Director of the MPO determines that administrative action is appropriate.

3. Modifications Requiring Committee Action (*Committee Modifications*)

The parties agree that the following circumstances require action by the MPO at the Committee level. Additionally the Executive Director of the MPO can determine at any time that Board action is necessary.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by more than \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by more than \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by more than \$7,500,000 but not more than \$15,000,000.

- d) When the cost of a Program Line Item increases by more than \$10,000,000.
- e) When breaking out a new Project from the MPO's Local CMAQ Initiatives Line Item. The act of flexing those CMAQ funds to FTA for breakout Projects from the Local CMAQ Initiatives Line Item and listing them in the transit program does not require processing of an additional Project action.
- f) When the Executive Director of the MPO determines that Committee action is appropriate.

4. Procedures

TIP/STIP modifications shall be processed via e-STIP with a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for concurrence. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for concurrence.

C. FISCAL CONSTRAINT BANK

The federal statewide and metropolitan planning rules (23 CFR Part 450 and 49 CFR Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a "Fiscal Constraint Bank" for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

1. Addition of Funds

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

- a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.
- b) Excess funds available from low bids or awards on current projects.
- c) Deletions of projects from the current four-year TIP/STIP.

- d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.
- e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.
- f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

2. Procedures

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A., B.2., or B.3.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (as per section A.) or modifications (as per section B.2. or B.3.), the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply these same procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.

D. PUBLIC PARTICIPATION

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. The NJDOT shall provide access to public participation by linking to the MPO's website sites via e-STIP. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

E. PROJECT REPORTING

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be the NJDOT's responsibility to keep the information in the PRS current. It will be the responsibility of the MPOs to reformat the data into reports they deem usable.

The NJDOT Division of Capital Program Management will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

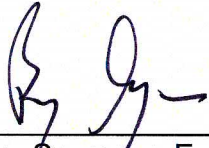
The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include local elected officials and staff, MPO staff, NJDOT and/or NJ TRANSIT project management staff, capital programming staff, and NJDOT and/or NJ TRANSIT liaison staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and shall supplement information provided to the MPO in the reporting requirements enumerated above.

The NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. The NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.

F. DISPUTE RESOLUTION

Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) days after meeting, or may mutually agree to extend the time for resolution.

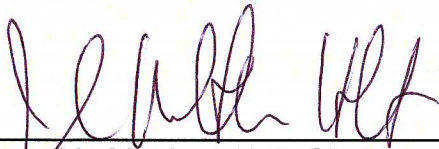
We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).



Barry Seymour, Executive Director
Delaware Valley Regional Planning Commission

9/27/12

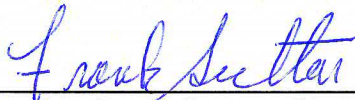
Date



Honorable Matthew Holt, Chairman
North Jersey Transportation Planning Authority

9/26/12

Date



Honorable Frank Sutton, Chairman
South Jersey Transportation Planning Organization

10-1-2012

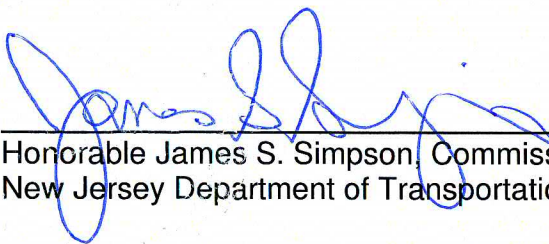
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James Weinstein, Executive Director
New Jersey Transit Corporation

10-9-2012

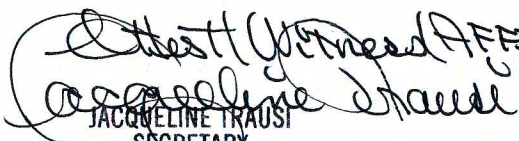
Date



Honorable James S. Simpson, Commissioner
New Jersey Department of Transportation

10/24/12

Date


JACQUELINE TRAUSI
SECRETARY
NEW JERSEY
DEPARTMENT OF TRANSPORTATION

October 24, 2012

PUBLICATION TITLE

DVRPC FY2024 Transportation Improvement Program (TIP)
for New Jersey (FY24–FY27)

PUBLICATION NUMBER

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(Burlington, Camden, Gloucester, and Mercer counties)

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ABSTRACT

The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in the DVRPC New Jersey region and the NJDOT managed Statewide Program of projects throughout the State of New Jersey that will seek federal and state funding in federal fiscal years 2024 to 2027. This document also contains the following appendices: (A) Board Resolutions; (B) Financial Tables Used in Developing the Program, Including the Statewide TIP (STIP) Introduction; (C) Executive Summary of the Draft Documentation of the Conformity Finding; (D) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (E) DVRPC Local Program; (F) DVRPC TIP-LRP Project Benefit Criteria, (G) Environmental Justice Appendix, and (H) Summary of the TIP Public Involvement Process, Original Public Comments, Agency Responses, and List of Recommended Changes, Public Comment Outreach Documentation, Highlights of the Draft DVRPC FY2024 TIP for New Jersey, Public Notice, a copy of a letter sent to the Tribal Nations notifying the Nations of DVRPC's Core Planning Activities, and Proof of Publication is shown in the Addendum (Publication #24003)

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