

Public Comments Received on Draft FY2026-2035 STIP					
Committer Name	Project Name	DB Number	Page	Comment	NJDOT Response
FTA	Hudson-Bergen and Newark LRT System	T87	479	<p>Areas highlighted in yellow were added or need updating.</p> <p>Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Projectg which is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey City to a new terminus station on the west side of State Route 440. Federal funds were awarded for this for the HBLR 440 project with High Priority Program Demo funds in the amount of \$8,000,000. The IDs and funds are as follows: D2020-BUSF-001 - \$2,000,000, D2018-BUSF-002 - \$2,000,000, D2018-BUSF-003 - \$4,000,000. Also, funds will be used to support the HBLRT Weehawken Tunnel Repairs project.</p>	The program description is updated for the Final STIP

FTA	Rail Station Resiliency	T902	498	<p>Reformat text below so it is not broken apart.</p> <p>Funding is provided to make NJ TRANSIT's rail stations and adjacent yards and tracks more resilient to future storms. Hoboken Terminal/Yard and Secaucus Junction were impacted by Superstorm Sandy, as were other stations throughout NJ TRANSIT's system. Funding is provided for flood mitigation at those locations, including the potential filling of Long Slip in Hoboken Yard, constructing flood walls, flood proofing, and improving stormwater detention systems.</p> <p>Funding is provided for improvements to crew quarters in Bayhead, Hoboken and other locations to ensure the availability of crews post-storms. Funding is also provided for rail stations resiliency system-wide. Toll Credit will be used as the non-federal match. An</p>	The program description is updated for the Final STIP

				<p>explanation of toll credit can be found in the Introduction Section of the STIP.</p>	
FTA	Rail Support Facilities and Equipment	T37	499	<p>Last sentence says this:</p> <p>FY24 includes funding for SANDY – Long Slip Fill and Rail Enhancement resilience project in response to Superstorm Sandy.</p> <p>Please update in yellow as this STIP covers FY 26 to FY 35</p> <p>Make sure to describe the METRO-NORTH fund contribution in the STIP.</p>	The program description is updated for the Final STIP
FTA	Safety Improvement Program	T509	500	<p>The total below does not add up:</p> <p>NJTPA ERC STATE \$0.674 \$0.674 \$0.674 \$0.674 \$0.674 \$0.674 \$0.674 \$0.674 \$0.674 \$0.674 \$6.735</p>	The totals do not add up due to rounding. For example, In each FY the amount is: 0.673525 which rounds to 0.674 (as shown in the report). When the 10 years are totaled the amount is: 6.73525. Which rounds to 6.735,

					since the number after the 5 is a 2.
FTA	Section 5310 Program	T150	501	Some state totals do not add up.	The totals do not add up due to rounding. Similar to previous comment.
FTA	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	T210	509	Update the text to reflect the current STIP	The program description is updated for the Final STIP

FTA	Transit Rail Initiatives	T300	510	<p>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,</p>	<p>The program description is updated for the Final STIP.</p>
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			<p>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.</p> <p>The statement highlighted above in yellow is not correct, as federal funding is only shown in the first 2 years and then not in the next 8 years.</p>	
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				DVRPC ERC STATE \$5.580 \$5.580 \$5.580 \$5.580 \$10.357 \$10.356 \$10.357 \$10.356 \$10.356 \$10.356 \$84.460 NJTPA ERC SECT 5307 \$10.000 \$4.230 \$14.230 NJTPA ERC STATE \$19.896 \$19.696 \$82.400 \$17.434 \$31.521 \$31.519 \$31.521 \$31.519 \$31.519 \$31.519 \$328.544 SJTPO ERC STATE \$1.698 \$1.698 \$1.698 \$1.698 \$3.152 \$3.152 \$3.152 \$3.152 \$3.152 \$3.152 \$25.705	
FTA	Introduction		1	1. It is fiscally constrained for the entire ten years (A discussion of fiscal constraint is found in section "f"); Is this correct?	The correct section has been noted;

					section I, financial plan.
FTA	Introduction		3	Projects in the STIP and three MPO's TIPs are consistent with the three MPO Regional Transportation Plans. Did you mean Metropolitan and not Regional?	Each MPO titles their long range transportation plan differently. These plans are referred to as MPO Regional Transportation Plans (historically) in this section to prevent confusion with the State Long Range Plan.
FTA	Introduction		3	Consider providing a link to the ESTIP MOU.	NJDOT, NJT, and the three MPOs are currently negotiating revisions to the existing MOU. It is anticipated that the MOU will be adopted by each MPO Board prior to the end of Calendar Year 2025. A link to the exiting MOU could direct users to a potentially outdated product.

FTA	Introduction		4	Need to see Tables 11 and 12.	Section II, Tables 1-13 were provided to MPOs, federal agencies and public for review on 7/2/25.
FTA	Introduction		5	Table?	The STIP Introduction uses the term "Figure" to prevent confusion with "Table" provided in Section II.
FTA	Introduction		5	This is the ending balance.	Correct, the toll credit balance at the end of Federal FY 2029 is \$7,461 million.
FTA	Introduction		5	Staying flat?	Yes, the toll credits projected to be used for soft match stay flat (\$335 million).
FHWA	Safe Routes to School Program	99358		Clarify or delete "NJDOT designates as Advance Construction all projects funded from this program	This sentence has been deleted.
FHWA	Local Safety/High Risk Rural Roads Program	4314		Clarify or delete "NJDOT designates as Advance Construction all projects funded from this program	This sentence has been deleted.

FHWA	Transportation Alternatives Program	X107		Clarify or delete "NJDOT designates as Advance Construction all projects funded from this program	This sentence has been deleted.
FHWA	Route 46, Pequannock Street to CR 513 (West Main Street)	16318		Typo - third line of paragraph - "too;" should be changed to "to:"	Correction has been made.
FHWA	Local Safety/ High Risk Rural Roads Program	4314		The following statement in the first sentence is old and is no longer correct - "that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction." This is likely not true of any projects funded via this program. Consider adding language that notes that the focus is on projects with greatest need/benefit based on addressing fatal and serious injury crashes.	The program description is updated for the Final STIP.
FHWA	Motor Vehicle Crash Record Processing	X233		Spell out ARD	This program description has been updated and ARD is no longer referenced.
FHWA	Reconstruction of South East Avenue	S2318		Narrative says "the limits of this project are for HSIP funding..." but funding is identified as STBGP-B50K200K. Please clarify the meaning of the narrative, update the narrative, or update the funding.	SJTPO has updated the project description.
FHWA	Carbon Reduction Program (and other IIJA Programs)	22352, etc		Confirm the IIJA programs within the STIP are still being funded	Carbon Reduction funds will remain in STIP until formal notification is provided regarding

					program termination.
FHWA	Centre Street, Bridge over Amtrak	15312		Project description contains minimal detail	Standard project descriptions for bridge projects indicate whether the project is a rehabilitation or replacement project and the year the structure was built.
FHWA	Clarksville Road (CR 638), Bridge over Amtrak	18350		Project description contains minimal detail	Standard project descriptions for bridge projects indicate whether the project is a rehabilitation or replacement project and the year the structure was built.
FHWA	Local Bridges, DVRPC	X100A		No project description	A program description has been provided.
FHWA	Local Bridges, NJTPA	X100B		No project description	A program description has been provided.
FHWA	Local Bridges, SJTPO	X100C		No project description	A program description has been provided.

FHWA	New Hampshire Avenue, Parkside to Pacific Avenues	S2509		No municipality or milepost data	SJTPO has updated the project description.
FHWA	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	18305		Project description contains minimal detail	Standard project descriptions for bridge projects indicate whether the project is a rehabilitation or replacement project and the year the structure was built.
FHWA	School House Road, Bridge over Route 35	16312		Project description contains minimal detail	Standard project descriptions for bridge projects indicate whether the project is a rehabilitation or replacement project and the year the structure was built.
FHWA	Thomas Street, Bridge over High Bridge Brach (Abandoned)	24338		Project description contains minimal detail	Standard project descriptions for bridge projects indicate whether the project is a

					rehabilitation or replacement project and the year the structure was built.
FHWA	Union Hill Road, Bridge over Route 9	18345		Project description contains minimal detail	Standard project descriptions for bridge projects indicate whether the project is a rehabilitation or replacement project and the year the structure was built.
FHWA	Route 1, NB Bridge over Raritan River	15303		Project description contains minimal detail	Standard project descriptions for bridge projects indicate whether the project is a rehabilitation or replacement project and the year the structure was built.
FHWA	Route 1, over Forrestal Road	12358		Project description contains minimal detail	Standard project descriptions for bridge projects indicate whether the project is a rehabilitation or

					replacement project and the year the structure was built.
FHWA	Route 9 North, Ramp to Garden State Parkway North	18321		Project description contains minimal detail	NJDOT will work with the project manager to update the description.
FHWA	Multiple	Multiple		Large number of projects where the entire description is replacement of structurally deficient bridge.	Standard project descriptions for bridge projects indicate whether the project is a rehabilitation or replacement project and the year the structure was built.
FHWA	Route 295 and Route 38 Interchange Operational Improvements	21311		Proposed dollar figures do not match previously provided estimates from CPSC/CPC meetings (\$285M)	Funding included in STIP reflects current project needs provided by project manager.
FHWA	Chews Landing Road (CR-683) Roadway Improvements	D2501		No milepost data	DVPRC has updated the project data.

FHWA	CR 551 Elevation, Little Timber Creek	D2203		No milepost data	DVPRC has updated the project data.
FHWA	CR 614, CR 603 and New Albany Road Intersection	D2201		No milepost data	DVPRC has updated the project data.
FHWA	Erial Rd and College Drive	DB2204		No milepost data	DVPRC has updated the project data.
FHWA	Intersection improvement s to paulsboro road and repaupo station	DB2500		No milepost data	DVPRC has updated the project data.
FHWA	North Carolina Avenue, Absecon Blvd to Pacific Ave	S2510		No milepost data	SJTPO has updated the project data.
FHWA	Pacific Ave, Massachusett s to new hampshire ave	S2511		no milepost and municipality should be Atlantic City not various	SJTPO has updated the project data.
FHWA	Resurfacing of west avenue CR 619	S2513		no milepost data	SJTPO has updated the project data.
FHWA	Route 539	N2406		missing data on legislative district, sponsor, milepost, etc	NJTPO has updated project data with

					the best information available.
FHWA	Taunton Lake Road	D2503		no milepost data	DVPRC has updated the project data.
FHWA	Tilton Road, Section 6	S2532		no milepost data	SJTPO has updated the project data.
FHWA	Arctic Ave Atlantic City Projects	Multiple		no milepost data	SJTPO has updated the project data.
FHWA	Virginia Ave, Absecon Blvd to Pacific Ave	S2512		no milepost data	SJTPO has updated the project data.
FHWA	Route 168 Reconstruction Project			This is an INFRA grant project which has not been included in the STIP	This project is anticipated for FY25 authorization.
FHWA	Design-Build - Route 50 over Cedar Swamp Creek	17329		Funding for this project is all programmed for FY 26, but RFP is being approved in FY 25, so the STIP needs to be revised to include the funding in FY 25	NJDOT is in process of modifying the current STIP to reflect anticipated authorization in FY2025.
FHWA	DVRPC Carbon Reduction Program	D2305		Carbon Reduction Program may not continue to be funded	Carbon Reduction funds will remain in STIP until formal notification is provided regarding program termination.

FHWA	NJTPA Carbon Reduction Program	N2309		Carbon Reduction Pogram may not continue to be funded	Carbon Reduction funds will remain in STIP until formal notification is provided regarding program termination.
FHWA	SJTPO Carbon Reduction Program	S2319		Carbon Reduction Pogram may not continue to be funded	Carbon Reduction funds will remain in STIP until formal notification is provided regarding program termination.
FHWA	Route 80 Riverview to Polifly	11415B		This is a Major Project and will be broken into 6 construction contracts, but NJDOT has given each of the contracts independent names, so there is no way to assocaiete those contracts with the overall Route 80 Riverview to Polifly Project. In addtion, the descriptions of those contracts within the STIP do not reference the Route 80 Riverview project. We recommend changing the names of the contracts to be Route 80 Riverview to Polifly Contracts 1, 2, 3, 4, 5, & 6 respectively and updating the project descriptions in the STIP to identify them as being part of the overall Route 80 Riverview project.	Project names have been revised as recommended: Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55) Contract 1, Contract 2, etc. The project description has also been updated to include a statement referencing the breakout from the original project, DB 11415.

FHWA	Local Safety/High Risk Rural Roads Program	4314		Amounts shown are \$3M/yr each in SJTPO and DVRPC regions as well as \$28M/yr in NJTPA. However, NJDOT maintains records of expected project authorizations for all MPOs for FY26 and 27 and has NJTPA authorizations, which make up the bulk of local projects, through FY30. As those numbers differ greatly from these, please evaluate using numbers based on actual anticipated authorizations. Further, as NJDOT will be moving to a different process that be based less on separate MPO programs, and more on one statewide list of locations, consider if combining Local Safety line items into one line item makes sense.	NJDOT will review current plan funding for this program and update as needed.
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	Transit Village Program	01316		Restore funding for Bikeways, Safe Streets to Transit and Transit Village to 2022 to 2205 levels. Bikeways example: 2021 4 projects funded (\$1 million), 2023 17 projects funded (\$8.4 million)	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.
Tandra Ericson	Local Safety/High Risk Rural Roads Program	04314		As someone who has ridden a bicycle through this intersection in inclement weather, I hope that a priority is given to providing improvements for pedestrians and bicyclist to try and provide protected access.	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with the complete streets policy and include

					bicycle and pedestrian facilities where feasible.
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	Safe Streets to Transit Program	06402		Restore funding for Bikeways, Safe Streets to Transit and Transit Village to match 2022 to 2205 levels. Bikeways example: 2021 - 4 projects funded (\$1 million), 2023 - 17 projects funded (\$8.4 million)	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	Highway Safety Improvement Program Planning	09388		The Regional High Injury Network (RHIN) should be a factor when selecting HSIP Projects	Thank you for your comment; it will be shared with NJDOT staff. As per DVRPC - Thank you for your interest in the Regional High Injury Network. As you are likely aware, its purpose is to identify parts of the road network that have a trend of killed and/or serious

					<p>injury (KSI) crashes. The RHIN is a planning tool that helps stakeholders prioritize locations for further analysis and possibly safety interventions. DVRPC and its partners are considering ways to use the RHIN to inform project identification, analysis, and funding opportunities, such as HSIP and non-HSIP funding sources. This is important in our pursuit of prioritizing safety in every project on the road to Regional Vision Zero 2050</p>
John Boyle	Delaware & Raritan Canal Bridges	15322		The bridge at Carnegie Rd in Lawrence Twp. is not mapped. It needs a pedestrian crosswalk, RRFB signs.	Thank you for your comment; it will be shared with NJDOT staff.

					NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.
John Boyle for the Bicycle Coalition of Greater Philadelphia	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	18305		Washington Road should include a pedestrian refuge island at the canal crossing. Protected bike lanes should be considered at Washington since it intersection with bike lanes to downtown Princeton and a shared-use path east to US 130.	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.
John Boyle	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	18305		Comment from the Bicycle Coalition of Greater Philadelphia - Prospect St is on the Regional High Injury Network. Include two-way cycle track on bridge, as recommended under DVRPC's "OUR STREETS: A TRENTON BIKE PLAN FOR ALL" plan	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.

John Boyle for the Bicycle Coalition of Greater Philadelphia	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	18305		Please change the description: The abandoned railroad is now part of the Delaware and Raritan Canal State Park Trail. Include trail improvements under and adjacent to the bridge as part of the project.	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	18305		<p>1 - This project should read "Bridge over the Delaware and Raritan State Park Trail".</p> <p>2 - Bridge rehabilitation should include trail improvement under the bridge.</p> <p>3 - Prospect St is on the Regional High Injury Network. DVRPC's "OUR STREETS: A TRENTON BIKE PLAN FOR ALL" plan recommends a 2 way cycletrack on Prospect St.</p> <p>4 - Provide a safe connection from Prospect St to the D&R Canal State Park Trail below.</p>	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	Safety Programs	19370		<p>Support, but no information in the description for the various projects such as "VRU Route 130 Beverly Rd to LaGorce Blvd".</p> <p>At Route 130 and Riverton we would like to see the pedestrian bridge upgraded to ADA accessible.</p>	Thank you for your comment; it will be shared with NJDOT staff. The Safety Programs line item provides funding for various projects throughout the state, including

					funding for Vulnerable Road Users. NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.
John Boyle on behalf of the Bicycle Coalition of Greater Philadelphia	Route 29, Route 295 to Sullivan Way, ATS C#1	19606		Oppose as described. This project, which is designed to prioritize through traffic, contradicts the goals of the Route 29 Local Concept Development plan for a boulevard and shared-use path as part of the Delaware River Heritage Trail connecting Trenton to Camden.	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	Carbon Reduction Program	22352		Direct funding to increase use of active modes and transit as per New Jersey's Carbon Reduction Strategy.	Thank you for your comment; it will be shared with NJDOT staff.
John Boyle on behalf of The Bicycle Coalition of	CMAQ Initiatives, Statewide	22355		Allocate a portion of the Statewide CMAQ Funds towards creating a statewide regional trails network.	Thank you for your comment; it will be shared with NJDOT staff. The Statewide CMAQ

Greater Philadelphia					program funds various projects and programs throughout the state to help meet the requirements of the Clean Air Act.
John Boyle for the Bicycle Coalition of Greater Philadelphia	Johnson Trolley Pedestrian Bridge	25381		Strongly support, Thank You NJDOT! Is the FY 2026 Construction projection correct?	<p>Thank you for your comment, it will be shared with NJDOT staff. The Johnson Trolley Pedestrian Project programming provides funding for Engineering, Right of Way and Construction phases.</p> <p>As per Mercer County - Thank you Mr. Boyle. We look forward to this project advancing.</p>
John Boyle for the Bicycle Coalition of Greater Philadelphia	Resurfacing, Federal	99327A		Roads on the RHIN should be required to examine redesign when restriped (road diet, bike lanes, crosswalks etc.)	Thank you for your comment; it will be shared with NJDOT staff.

John Boyle for the Bicycle Coalition of Greater Philadelphia	Resurfacing Program	X03E		Roads on the RHIN should be required to examine proven safety countermeasures when restriped (road diet, bike lanes, crosswalks etc.)	Thank you for your comment; it will be shared with NJDOT staff.
John Boyle for the Bicycle Coalition of Greater Philadelphia	Local CMAQ Initiatives	X065		1 - Allocate a portion of the Local CMAQ Initiative Funds to Circuit Trails Projects as was done in 2018 and 2021. 2 - What is the status of the \$958,500 grant awarded for the construction of the final mile of the Gloucester Township Health and Fitness Trail, which received funding in 2018.	Thank you for your comment; it will be shared with NJDOT staff. Please coordinate with the grant recipient for additional information.
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	Transportation Alternatives Program	X107		Strongly Support, redistribution of unobligated funds has been wisely spent on Regional Trail Projects (Regional TASA) and this practice should continue.	Thank you for your comment; it will be shared with NJDOT staff.
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	Local Aid, State Transportation Infrastructure Bank	X186B		Support more funding from the infrastructure bank to build more regional shared-use paths.	Thank you for your comment; it will be shared with NJDOT staff.
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	New Jersey Scenic Byways Program	X200C		Identify opportunities to improve trailheads and signage for the D&R Canal Towpath Trail	Thank you for your comment; it will be shared with NJDOT staff.

John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	Motor Vehicle Crash Record Processing	X233		New Jersey should create a statewide publicly accessible crash database as demonstrated by DVRPC's crash map.	Thank you for your comment; it will be shared with NJDOT staff.
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<p>Jeffrey Laurenti</p>			<p>Jeffrey Laurenti Mon, Aug 11, 6:04 PM (2 days ago) to me</p> <p>Dear Chairman Stanuikynas and Members of the DVRPC Board:</p> <p>I write to offer comments on the Draft FY2026 Transportation Improvement Program (TIP) for New Jersey, and in particular want to thank DVRPC for maintaining a focus on bicycling and pedestrian routes as an essential part of the transportation network. I myself rely frequently on cycling trails accessible from Trenton in Mercer and Burlington counties in New Jersey and across the river in Bucks County, Pennsylvania.</p> <p>It is gratifying to see the Johnson Trolley Trail Corridor in Mercer County on the actionable list for the Transportation Improvement Program. The specific element of the trolley trail considered in the TIP currently before the Regional Planning Commission is a bridge across Interstate Route 295 in Lawrence Township to link the northern and southern segments of the trail that were severed by construction of the interstate road a half-century ago. It deserves priority, as a crucial step toward realizing the ambitious and achievable goal of a bike trail that links the monuments to the twin decisive battles of Trenton and Princeton that saved the American Revolution a quarter-millennium ago. I urge the Commission board</p>	<p>Thank you for your comment; it will be shared with NJDOT staff.</p>
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				<p>to include in the TIP the design work for the southern segment (from the trail's intersection with Spruce Street in Ewing south to connect to the Delaware and Raritan Canal path at Southard Street in Trenton and on to the Trenton Battle Monument).</p> <p>The Rancocas Greenway projects will also be important in moving toward completion of the 41 miles of Circuit Trails envisioned for the southern half of the State, and in particular the Delaware River Heritage Trail piece of the East Coast Greenway. The Bikeway Grant Program appears, however, to have disappeared from the TIP, while companion Local Aid programs in competition with it continue as listed TIP items. I urge the Commission to restore funding for Bikeways / Safe Streets to Transit and Transit Village to the levels they've been funded from 2022 till this year.</p> <p>Many thanks for your good work in keeping the momentum going for this segment of our transportation system.</p>	
John Boyle for the Bicycle Coalition of				The Culvert Replacement Program should be coordinated with plans for shared-use path and trail crossings at major roads.	Thank you for your comment; it will be shared with NJDOT staff.

Greater Philadelphia					
John Boyle for the Bicycle Coalition of Greater Philadelphia				Projects with significant bicycle and pedestrian improvements (i.e. addition of continuous sidewalks, bike lanes or sidepaths) should be tagged as multimodal.	Thank you for your comment; it will be shared with NJDOT staff.
John Boyle for the Bicycle Coalition of Greater Philadelphia				Projects on the Regional High Injury Network should be required to implement Proven Safety Countermeasures based on crash data	Thank you for your comment; it will be shared with NJDOT staff. Efforts to address safety conditions will be implemented when and where feasible.

Joan Borocz			<p>To Whom it May Concern</p> <p>I am a 34 year resident at 808 Farnsworth Ave. Bordentown, NJ</p> <p>This section of Farnsworth Ave is also County Route 545</p> <p>Due to the many warehouses in this area it causes Farnsworth Ave to have a huge volume of 18 wheeler trucks crossing Farnsworth Ave.</p> <p>The trucks are not staying on the Highways of Route 206 and Route 130 which are at each end of Farnsworth Ave.</p> <p>Traffic back ups are a nightmare for the residents and businesses on Farnsworth Ave.</p> <p>I have requested a 4 ton Truck Restriction to Burlington County as this is a County Road.</p> <p>Burlington county will not restrict the 18 wheeler trucks.</p> <p>NJDOT advised me that Burlington County has jurisdiction over Farnsworth Ave so they can not provide the 4 Ton Restriction.</p> <p>Can you assist in your 2026 planning to request</p>	<p>Thank you for your comment; it will be shared with NJDOT staff.</p>
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			<p>Burlington County to put a 4 Ton Restriction on Farnsworth Ave?</p> <p>The safety of the Residents, businesses, pedestrians and all motorists is a major concern.</p> <p>I am aware of the 3 year construction project that NJDOT is doing at the intersection of Route 130 North and Farnsworth Ave. I don't think this is the answer. Having the 4 Ton Restriction will instruct the truckers to stay on the main highways and travel Farnsworth Ave.</p> <p>Thank you for your attention regarding this matter.</p>	
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<p>John Boyle on behalf of the Bicycle Coalition of Greater Philadelphia</p>				<p>Local Aid Bikeways Grants:</p> <ol style="list-style-type: none"> 1. The program seems to have been left off the TIP, while companion competitive Local Aid programs are listed as TIP Items. 2. Restore funding for Bikeways, Safe Streets to Transit and Transit Village to 2022 to 2025 levels. Bikeways example: 2021 4 projects funded (\$1 million), 2023 17 projects funded (\$8.4 million) 	<p>Thank you for your comment. The Transportation Alternatives Program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements.</p>
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Various			<p>Dear members of the DVRPC Board, :</p> <p>Please review the following comments on the Draft FYY2026 TIP for New Jersey:</p> <p>1) I would like to thank the DVRPC Board for programming the Camden County LINK Trail, Johnson Trolley Trail, and Rancocas Creek Greenway Trail, into the NJ TIP.</p> <p>2) I fully support the allocation of \$90.88 million in funds for the following DB#s to advance the completion of 40.6 miles of Circuit Trails in the Southern New Jersey Counties:</p> <ul style="list-style-type: none"> - D2402 Rancocas Creek Greenway Bridge and Trail Linkage - D2207 Rancocas Creek Greenway, Rainbow Meadow Park - D2403 Camden LINK Trail - D1203 Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail - 25381 Johnson Trolley Pedestrian Bridge <p>3) I fully support the following comments to achieve the completion of the Circuit Trails network by 2040:</p> <ul style="list-style-type: none"> - DB# X185: Bicycle & Pedestrian Facilities/Accommodations Strongly support; increase funding levels to support the Circuit Trails and the statewide regional trails network. - DB# 22355: CMAQ Initiatives, Statewide Allocate a portion of the Statewide CMAQ Funds towards creating a statewide regional trails network. - DB# X065: Local CMAQ Initiatives Allocate a portion of the Local CMAQ Initiative Funds to Circuit Trails Projects as was done in 2018 and 2021. 	<p>The comment will be shared with other NJDOT staff. The Safe Streets to Transit (DB 06402), Transit Village (DB01316), and Safe Routes to School program, non-infrastructure (DB 99358B) are programs which benefit bicyclists and pedestrians; for which State funds are appropriated by the NJ Legislature. Funding for Safe Streets to Transit and Transit Village programs remain unchanged. The Safe Routes to School program, non-infrastructure is a new program. The Bicycle and Pedestrian Facilities/Accommodations</p>
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			<p>- DB# X107: Transportation Alternatives Program Strongly Support; redistribution of unobligated funds has been wisely spent on Regional Trail Projects (Regional TASA) and this practice should continue.</p> <p>- DB# 99409: Recreational Trails Program Reestablish the competitive program, prioritizing maintenance projects on regional trails and shared-use paths.</p> <p>4) Bikeway Grant Program The program appears to have been removed from the TIP, while companion competitive Local Aid programs are listed as TIP Items. Secondly, please restore funding for Bikeways, Safe Streets to Transit and Transit Village to 2022 to 2025 levels. Bikeways example includes: 2021: \$1 million awarded to 4 projects and in 2023: \$8.4 million awarded to 17 projects.</p> <p>5) I ask the DVRPC Board to program the following two Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development:</p> <p>- Johnson Trolley Trail Corridor – as defined in the DVRPC-funded “Johnson Trolley Trail Corridor Study Feasibility & Concept Development Report” (https://www.mercercounty.org/home/showpublisheddocument/34578/638876533576030000) – which was recently added to the Circuit Trails Network</p> <p>- Delaware River Heritage Trail – as defined by the Delaware River Greenway Partnership “State of the Trail Report” (https://www.delawarerivergreenwaypartnership.org/index.php/publications/heritage-trail/state-of-the-trail-report) – composed of multiple Circuit Trails segments,</p>	<p>program (X185) receives both State and Federal funding. Bicycle and pedestrian improvement projects are also be Implemented with federal safety funds through Safety Programs, DB 19370.</p> <p>Response By DVRPC - Thank you for your support on these projects. DVRPC will work with Burlington, Camden, and Mercer counties to advance these projects for planned future inclusion in the TIP.</p> <p>Response By Burlington County - Thank you for your support of these projects.</p>
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				<p>but to be studied as a single regional corridor connecting Trenton and Camden</p>	<p>Response By Gloucester County - Thank you for the support and we look forward to advancing more trail projects in the future.</p> <p>Response By Mercer County - Thank you for your support of multimodal transportation. To my knowledge, DVRPC cannot alone determine funding for New Jersey DOT and DEP statewide projects and programs. Nor can DVRPC obligate funds to individual projects until their design is developed enough that they can 'graduate' to the TIP. That said, Mercer County</p>
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						with our peers and partners in DVRPC will work diligently to advance many of the projects you advocate.
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<p>Patrick Monahan</p>			<p>Dear members of the DVRPC Board, :</p> <p>Please review the following comments on the Draft FYY2026 TIP for New Jersey:</p> <p>1) I would like to thank the DVRPC Board for programming the Camden County LINK Trail, Johnson Trolley Trail, and Rancocas Creek Greenway Trail, into the NJ TIP.</p> <p>2) I fully support the allocation of \$90.88 million in funds for the following DB#s to advance the completion of 40.6 miles of Circuit Trails in the Southern New Jersey Counties:</p> <ul style="list-style-type: none"> - D2402 Rancocas Creek Greenway Bridge and Trail Linkage - D2207 Rancocas Creek Greenway, Rainbow Meadow Park - D2403 Camden LINK Trail - D1203 Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail - 25381 Johnson Trolley Pedestrian Bridge <p>3) I fully support the following comments to achieve the completion of the Circuit Trails network by 2040:</p> <ul style="list-style-type: none"> - DB# X185: Bicycle & Pedestrian Facilities/Accommodations Strongly support; increase funding levels to support the Circuit Trails and the statewide regional trails network. - DB# 22355: CMAQ Initiatives, Statewide Allocate a portion of the Statewide CMAQ Funds towards 	<p>The comment will be shared with other NJDOT staff. The Safe Streets to Transit (DB 06402), Transit Village (DB01316), and Safe Routes to School program, non-infrastructure (DB 99358B) are programs which benefit bicyclists and pedestrians; for which State funds are appropriated by the NJ Legislature. Funding for Safe Streets to Transit and Transit Village programs remain unchanged. The Safe Routes to School program, non-infrastructure is a new program. The Bicycle and Pedestrian Facilities/Accommodations</p>
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			<p>creating a statewide regional trails network.</p> <ul style="list-style-type: none"> - DB# X065: Local CMAQ Initiatives Allocate a portion of the Local CMAQ Initiative Funds to Circuit Trails Projects as was done in 2018 and 2021. - DB# X107: Transportation Alternatives Program Strongly Support; redistribution of unobligated funds has been wisely spent on Regional Trail Projects (Regional TASA) and this practice should continue. - DB# 99409: Recreational Trails Program Reestablish the competitive program, prioritizing maintenance projects on regional trails and shared-use paths. <p>4) Bikeway Grant Program The program appears to have been removed from the TIP, while companion competitive Local Aid programs are listed as TIP Items. Secondly, please restore funding for Bikeways, Safe Streets to Transit and Transit Village to 2022 to 2025 levels. Bikeways example includes: 2021: \$1 million awarded to 4 projects and in 2023: \$8.4 million awarded to 17 projects.</p> <p>5) I ask the DVRPC Board to program the following two Circuit Trails projects into the TIP to ensure they receive the necessary funding to accelerate their development:</p> <ul style="list-style-type: none"> - Johnson Trolley Trail Corridor – as defined in the DVRPC-funded “Johnson Trolley Trail Corridor Study Feasibility & Concept Development Report” (https://www.mercercounty.org/home/showpublisheddocument/34578/638876533576030000) – which was recently added to the Circuit Trails Network 	<p>program (X185) receives both State and Federal funding. Bicycle and pedestrian improvement projects are also be Implemented with federal safety funds through Safety Programs, DB 19370.</p> <p>Response By DVRPC - Thank you for your support on these projects. DVRPC will work with Burlington, Camden, and Mercer counties to advance these projects for planned future inclusion in the TIP.</p> <p>Response By Burlington County - Thank you for your support of these projects.</p>
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				<p>- Delaware River Heritage Trail – as defined by the Delaware River Greenway Partnership “State of the Trail Report” (https://www.delawarivergreenwaypartnership.org/index.php/publications/heritage-trail/state-of-the-trail-report) – composed of multiple Circuit Trails segments, but to be studied as a single regional corridor connecting Trenton and Camden</p>	<p>Response By Gloucester County - Thank you for the support and we look forward to advancing more trail projects in the future.</p> <p>Response By Mercer County - Thank you for your support of multimodal transportation. To my knowledge, DVRPC cannot alone determine funding for New Jersey DOT and DEP statewide projects and programs. Nor can DVRPC obligate funds to individual projects until their design is developed enough that they can 'graduate' to the TIP. That said, Mercer County</p>
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						with our peers and partners in DVRPC will work diligently to advance many of the projects you advocate.
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<p>Jeffrey Laurenti</p>			<p>Jeffrey Laurenti Mon, Aug 11, 6:04 PM (2 days ago) to me</p> <p>Dear Chairman Stanuikynas and Members of the DVRPC Board:</p> <p>I write to offer comments on the Draft FY2026 Transportation Improvement Program (TIP) for New Jersey, and in particular want to thank DVRPC for maintaining a focus on bicycling and pedestrian routes as an essential part of the transportation network. I myself rely frequently on cycling trails accessible from Trenton in Mercer and Burlington counties in New Jersey and across the river in Bucks County, Pennsylvania.</p> <p>It is gratifying to see the Johnson Trolley Trail Corridor in Mercer County on the actionable list for the Transportation Improvement Program. The specific element of the trolley trail considered in the TIP currently before the Regional Planning Commission is a bridge across Interstate Route 295 in Lawrence Township to link the northern and southern segments of the trail that were severed by construction of the interstate road a half-century ago. It deserves priority, as a crucial step toward realizing the ambitious and achievable goal of a bike trail that links the monuments to the twin decisive battles of Trenton and Princeton that saved the American Revolution a quarter-millennium ago. I urge the Commission board</p>	<p>Thank you for your comment; it will be shared with NJDOT staff.</p>
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				<p>to include in the TIP the design work for the southern segment (from the trail's intersection with Spruce Street in Ewing south to connect to the Delaware and Raritan Canal path at Southard Street in Trenton and on to the Trenton Battle Monument).</p> <p>The Rancocas Greenway projects will also be important in moving toward completion of the 41 miles of Circuit Trails envisioned for the southern half of the State, and in particular the Delaware River Heritage Trail piece of the East Coast Greenway. The Bikeway Grant Program appears, however, to have disappeared from the TIP, while companion Local Aid programs in competition with it continue as listed TIP items. I urge the Commission to restore funding for Bikeways / Safe Streets to Transit and Transit Village to the levels they've been funded from 2022 till this year.</p> <p>Many thanks for your good work in keeping the momentum going for this segment of our transportation system.</p>	
Lori Howard	Route 295 and Route 38 Interchange Operational	21311		<p>Would this project address the people turning on to Marter Avenue from 295? That is a dangerous turn, since people have to cross over so many lanes of traffic to get back to 38 East to get to the exit for 295 N.</p>	<p>The proposed project will reconstruct the Route 295 and</p>

	Improvements				Marter Avenue intersection.
Carl P Grala	Route 295, Route 38 to Independence Avenue	23603		<p>(1) Where Route 295 crosses the Crosswicks Creek in Bordentown City, the original decision not to install acoustic attenuation features need to be revisited. As traffic volume and intensity has increased on this bridge, the noise pollution emanating into Bordentown City has increased proportionally. A thorough acoustic analysis is required. All feasible noise attenuation features should be considered.</p> <p>(2) Where 295 crosses the Crosswicks Creek, the existing "scenic overlook" is not functional. It requires additional; features in addition to a parking lot and needs to highlight that it provides Access to the D&R Canal trailhead.</p>	Thank you for your comment; it will be shared with NJDOT staff.
Joan Borocz				<p>To Whom it May Concern</p> <p>I am a 34 year resident at 808 Farnsworth Ave. Bordentown, NJ</p> <p>This section of Farnsworth Ave is also County Route 545. Due to the many warehouses in this area it causes Farnsworth Ave to have a huge volume of 18 wheeler trucks crossing Farnsworth Ave.</p> <p>The trucks are not staying on the Highways of Route 206 and Route 130 which are at each end of Farnsworth Ave.</p> <p>Traffic back ups are a nightmare for the residents and businesses on Farnsworth Ave.</p> <p>I have requested a 4 ton Truck Restriction to Burlington County as this is a County Road.</p> <p>Burlington county will not restrict the 18 wheeler trucks.</p>	<p>Thank you for your comment; it will be shared with NJDOT staff.</p> <p>Response By Burlington County - Thank you for your comment. The Township is aware of the issues on Farnsworth Avenue and plans to submit a truck restriction application to the New Jersey</p>

				<p>NJDOT advised me that Burlington County has jurisdiction over Farnsworth Ave so they can not provide the 4 Ton Restriction.</p> <p>Can you assist in your 2026 planning to request Burlington County to put a 4 Ton Restriction on Farnsworth Ave?</p> <p>The safety of the Residents, businesses, pedestrians and all motorists is a major concern.</p> <p>I am aware of the 3 year construction project that NJDOT is doing at the intersection of Route 130 North and Farnsworth Ave. I don't think this is the answer. Having the 4 Ton Restriction will instruct the truckers to stay on the main highways and travel Farnsworth Ave.</p> <p>Thank you for your attention regarding this matter.</p>	<p>Department of Transportation (NJDOT) per State guidelines. The County supports the Township's efforts and will provide a letter of support, as requested by the governing body.</p>
Carl P Grala				<p>In the Bordentown regional area, an effective regional traffic management solution is needed, inclusive of car and truck traffic, as well as providing for increasing pedestrians and bicyclists traffic. Tractor trailer traffic has increased substantially on Bordentown area highways and secondary roads due to recent warehouse construction and the quick highway access afforded by proximity to Routes I-295, I-195, I-276, NJ Turnpike, and Routes US-130 and US-206. Truck traffic increasingly uses secondary roads to transit from one highway to another. This is unacceptable given residential areas are immediately adjacent to these highways. Current efforts to keep truck traffic off secondary roads, consisting mainly of signage installed by DOT, have proven ineffective. As a result,</p>	<p>Thank you for your comment; it will be shared with NJDOT staff.</p>

				<p>Bordentown City and Bordentown Township residents are increasingly isolated. More effective traffic management and additional pedestrian/bicyclist paths and road crossing are required to reconnect communities on opposite sides of the highways. Recommend better linkage between highways to keep trucks off secondary roads. For example, there is a lack of a highway exit from I-295 South onto Rising Sun Road to access the large truck stop there. Current truck stop signage on Rt 295 South directing tractor trailers to take Columbus exit or via Dunns Mill Road from Rt 130 South apparently are not being followed presumably because truck drivers are merely following their GPS mapping software directions. Unfortunately, mapping software is routing the trucks onto secondary roads for short cuts as if they were cars. Increasingly, tractor trailers are showing up on surrounding narrow secondary roads, with many getting stuck especially in Bordentown City.</p>	
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<p>Jeffrey Laurenti</p>			<p>Jeffrey Laurenti Mon, Aug 11, 6:04 PM (2 days ago) to me</p> <p>Dear Chairman Stanuikynas and Members of the DVRPC Board:</p> <p>I write to offer comments on the Draft FY2026 Transportation Improvement Program (TIP) for New Jersey, and in particular want to thank DVRPC for maintaining a focus on bicycling and pedestrian routes as an essential part of the transportation network. I myself rely frequently on cycling trails accessible from Trenton in Mercer and Burlington counties in New Jersey and across the river in Bucks County, Pennsylvania.</p> <p>It is gratifying to see the Johnson Trolley Trail Corridor in Mercer County on the actionable list for the Transportation Improvement Program. The specific element of the trolley trail considered in the TIP currently before the Regional Planning Commission is a bridge across Interstate Route 295 in Lawrence Township to link the northern and southern segments of the trail that were severed by construction of the interstate road a half-century ago. It deserves priority, as a crucial step toward realizing the ambitious and achievable goal of a bike trail that links the monuments to the twin decisive battles of Trenton and Princeton that saved the American Revolution a quarter-millennium ago. I urge the Commission board to include in the TIP the design work for the southern</p>	<p>Thank you for your comment; it will be shared with NJDOT staff.</p> <p>Response By Mercer County - Thank you Mr. Laurenti. Mercer County's feasibility assessment for the Johnson Trolley Trail, both northern and southern segments, just wrapped up in August 2025. The County and partner agencies will continue work to advance them. The pedestrian bridge over I-295 has a longer history and a more immediate need, which is to enable multimodal access between Ewing and Lawrence Townships and the</p>
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			<p>segment (from the trail's intersection with Spruce Street in Ewing south to connect to the Delaware and Raritan Canal path at Southard Street in Trenton and on to the Trenton Battle Monument).</p> <p>The Rancocas Greenway projects will also be important in moving toward completion of the 41 miles of Circuit Trails envisioned for the southern half of the State, and in particular the Delaware River Heritage Trail piece of the East Coast Greenway. The Bikeway Grant Program appears, however, to have disappeared from the TIP, while companion Local Aid programs in competition with it continue as listed TIP items. I urge the Commission to restore funding for Bikeways / Safe Streets to Transit and Transit Village to the levels they've been funded from 2022 till this year.</p> <p>Many thanks for your good work in keeping the momentum going for this segment of our transportation system.</p>	<p>northern and southern sections of Lawrence. In all cases, we thank you for your support.</p>
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Anonymous				How can an individual get involved with a project?	<p>Response BY SJTPO - In addition to the local lead projects, which are federally funded through SJTPO and completed through our subregional partners, there are local, county, and state roadways with projects that are not included in the TIP. If the project is on a local road, reach out to the municipality; if it is on a county road, reach out to the county; and if it is on a state road, reach out to NJDOT for further guidance. Additionally, SJTPO's Public Engagement Guide provides an overview of the transportation planning process</p>
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					for South Jersey residents. The Knowing Who to Contact section of the guide will help identify the correct organization to contact. Some issues may best be addressed by speaking to local public works staff or attending a board or committee meeting. If you are unsure where to begin or how to request a new project, write a letter to the county elected official.
Anonymous				How can my residential street be funded for maintenance (i.e., potholes, unfinished utility work)?	Response BY SJTPO - It is important to understand that not all projects are eligible for federal funding. Most projects that are federally funded are major collectors

					of traffic or are on public roadways; this does not include local or residential roadways. The best way to request maintenance on a local or residential road, as in your neighborhood, would be to reach out to the county pothole hotline, or to request a new project, write a letter to the county elected official.
Anonymous				How likely is SJTPO not to pass conformity? What would "need to occur" for SJTPO not to pass?	Response BY SJTPO - At this point, with the current project mix (characterized by very few capacity-enhancement projects) and relatively flat projected demographic growth, the SJTPO region has a

					<p>“comfortable” margin between its projected emissions and emissions budgets. For the SJTPO not to pass, the region would have to have significantly higher projected emissions, which would exceed the emissions budgets, or the emissions budgets would have to become significantly more stringent, such that the projected emissions would exceed the budgets.</p>
Anonymous	S2318			<p>For project S2318, Reconstruction of South East Avenue, the narrative says, “the limits of this project are for HSIP funding,” but the funding is identified as STBGP-B50K200K. Please clarify the meaning of the narrative, update the narrative, or update the funding?</p>	<p>Response BY SJTPO - The corrected project narrative is as follows, “This project involves milling and paving East Avenue within the existing right of way, upgrading</p>

					<p>drainage facilities, and removing and replacing concrete curbs and gutters. Additionally, the improvements will include replacing ADA ramps at intersections, installing signage, line striping, and pavement markings. The project will also include the installation of a proposed bicycle lane. All other safety improvements behind the curb, such as sidewalk and driveway enhancements, will be completed as part of a separate project funded by HSIP. An overhead flashing beacon will also be installed at the all-way stop</p>
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					controlled intersection at Walnut Road.
Anonymous	S2509			For project S2509, New Hampshire Avenue, from Parkside to Pacific Avenues, what municipality is this project in, and what is the milepost data?	Response BY SJTPO - New Hampshire Avenue, Parkside to Pacific Avenues (DBNUM S2509) is a standard mill and overlay project and will include ADA access and drainage improvements, when needed. The project is in Atlantic City between mileposts 0.59 - 0.00 (SRI 01021011) and 0.00 - 0.12 along New Hampshire Avenue (SRI 01021393).

Anonymous	S2510			For project S2510, North Carolina Avenue, Absecon Boulevard to Pacific Avenue, what is the milepost data?	Response BY SJTPO - North Carolina Avenue, Absecon Boulevard to Pacific Avenue (DBNUM S2510) is a standard mill and overlay project and will include ADA access and drainage improvements, when needed. The milepost limits are MP 0.00 - MP 0.70 along North Carolina Avenue (SRI 01021391).
Anonymous	S2511			For project S2511, Pacific Avenue from Massachusetts to New Hampshire Avenues, should the municipality be Atlantic City and not various municipalities, and what is the milepost data?	Response BY SJTPO - Pacific Avenue, Massachusetts to New Hampshire Avenues (DBNUM S2511) is a standard mill and overlay project and will include ADA access and drainage improvements, when needed. The

					project is in Atlantic City between mileposts 2.28 - 2.51 along Pacific Avenue (SRI 01021382).
Anonymous	S2513			For project S2513, Resurfacing of West Avenue (CR 619), what is the milepost data?	Response BY SJTPO- Resurfacing of West Avenue CR 619 Phase 1 (DBNUM S2513) includes resurfacing, ADA upgrades, minor drainage upgrades, and restriping. The limits of this Phase 1 project include 34th Street to 41st Street, mileposts 19.88 – 19.13 along West Avenue (SRI 05000619).
Anonymous	S2532			For project S2532, Tilton Road, Section 6, what are the municipalities?	Response BY SJTPO - Tilton Road (CR 563) - Section 6, Reconstruction (DBNUM S2352) will provide the pavement reconstruction and

					<p>minor widening in front of the Air National Guard entrance, providing a consistent minimum width bike lane. The project will be completed along Tilton Road (SRI 00000563) between mileposts 8.9 - 11.50 (east of Delilah Road to west of Wrangle Boro Road), within Egg Harbor Township and Hamilton Township.</p>
Anonymous	S2512			<p>For project S2512, Virginia Avenue, Absecon Boulevard to Pacific Avenue, what is the milepost data?</p>	<p>Response BY SJTPO - Virginia Avenue, Absecon Boulevard to Pacific Avenue (DBNUM S2512) consists of a standard mill and overlay project and will include ADA access and drainage improvements,</p>

					when needed. The project limits include North Pennsylvania Avenue to Pacific Avenue, mileposts 0.40 - 0.95 along Virginia Avenue (SRI 01021017).
Anonymous	S2505 S2503 S2506 S2504			<p>The following projects do not have milepost information. Please provide.</p> <ul style="list-style-type: none"> • S2505 Arctic Avenue, Maine to Pennsylvania Avenues • S2503 Arctic Avenue, Arkansas to Chelsea Avenues • S2506 Arctic Avenue, Pennsylvania to Arkansas Avenues • S2504 Arctic Avenue, Chelsea Avenue to Black Horse Pike 	<p>Response BY SJTPO - All projects noted along Arctic Avenue (SRI 01021427) consist of a standard mill and overlay and include ADA access and drainage improvements when needed. Project limits for DBNUM S2503 are from Arkansas Avenue (MP 1.07) to Chelsea Avenue (MP 0.35). Project limits of DBNUM S2504 are from Chelsea Avenue (MP 0.35) to Black Horse Pike (MP</p>

					0.00). Project limits of DBNUM S2505 are from Maine Avenue (MP 2.62) to Pennsylvania Avenue (MP 1.85). Project limits of DBNUM S2506 are from Pennsylvania Avenue (MP 1.85) to Arkansas Avenue (MP 1.07).
Jason Huang				Consider creating a registry of municipal government master plans that have made a commitment to creating active transportation routes.	Response By NJTPA - The New Jersey Bicycle and Pedestrian Resource Center compiles a list of counties and municipalities that have adopted a Complete Streets policy, which can be used to identify towns that have a commitment to active transportation: https://njbikeped.org/nj-complete-

					streets-policy- compilation/
Jason Huang				Provide financial incentives for demonstration projects or full design-build construction of small-scale projects to help municipalities improve sidewalks, crosswalks or install roundabouts	Response By NJTPA - The NJTPA provides technical assistance to municipalities, which includes materials to install demonstration projects. In partnership with the state's Transportation Management Associations (TMAs) the NJTPA has supported more than 20 demonstration projects. Municipalities can apply to the state's Transportation Alternative Set-Aside Program, Safe Routes to School, and other federally funded

					programs to implement improvements.
ADA Compliance				Stations need to be made fully accessible. Start with small steps, such as wayfinding and automatic or push-button doors at all stations.	<p>Response By NJTPA - The need to continue to address ADA accessibility at rail stations, as well as the many challenges of modernizing stations close to and over 100 years old, is discussed on page 5 of Appendix A.</p> <p>Response By NJ Transit - NJ TRANSIT has continued to advance rail station accessibility projects across its system as resources allow. Several projects are currently under way, and NJT</p>

					continually seeks funding opportunities to advance new accessibility projects at its rail and light rail stations.
Tiffany Robinson, New Jersey Bike and Walk Coalition	Bicycle and Pedestrian Safety			Providing safe options for walking and biking reduces the number of vehicles on the road, decreasing congestion and improving safety. These priorities should be reflected in the LRTP and TIP.	Response By NJTPA - Safety is one of the seven Connecting Communities goals and is a priority for the NJTPA in all its work. It should be noted that projects in the TIP can only be assigned to one funding category. So, for example, a road or bridge rehabilitation project may include safety or pedestrian and bicycle improvements, but these would not be reflected in the investment

					allocations, as the projects would predominately be considered preservation and categorized as such.
Tiffany Robinson, New Jersey Bike and Walk Coalition	Trails and Greenways			Commends funding for The Greenway and Transitway project in the FY2026 TIP, but trails and shared-use paths remain underrepresented in both the TIP and the LRTP. Support planning efforts to identify and prioritize trail gaps and connections as part of the North Jersey Trail Network, with the goal of incorporating them into future TIP and STIP updates to build a fully connected active transportation system. Specifically requested funding local and regional connections to The Greenway.	Response By NJTPA - Thank you for your comments. Connecting Communities supports trail projects. Chapter 5 of the draft (pages 77, 79, and 80) includes a priority action to collaborate with the New Jersey Bike & Walk Coalition on a study to prioritize and advance trail segments. This initiative, to begin in FY 2026, will build on the regional Active Transportation Network (discussed in Chapter 3 on

					<p>pages 28-30) and will be an initial step toward creating a North Jersey Trails Network.</p> <p>Response By NJ TRANSIT : NJ TRANSIT's Secaucus to Meadowlands Transitway project will evaluate alternatives and develop designs for a rapid transit system between NJ TRANSIT's Secaucus Junction Station and the Meadowlands Sports and Entertainment Complex. The project will also assess options to enhance local mobility within the project area, defined as the catchment area</p>
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					between Montclair and Secaucus along the path of The Greenway – the former Boonton Line, with additional consideration of later stages that could extend to Newark and Jersey City.
Corey Hannigan, Tri-State Transportation Campaign				Supports projects that include bicycle safety elements: DB# 321, 19311, 98540, 99358, N1806, N2305, TN21007, X107, X185; also supports Sinatra Drive Redesign Project.	Thank you for your comments. They will be shared with NJDOT staff.
Corey Hannigan, Tri-State Transportation Campaign				DBNUM 780B is a project from the FY 2024 TIP that is substantially completed and is not included in the draft FY 2026 TIP. DBNUM 12303 and 99381 are in the Study & Development (S&D) Program. Both mention exploring potential widening to address congestion and safety. #99381 is also exploring pedestrian safety improvements. These projects are still being developed and there will be opportunities for public input. DBNUM N1402, 99316 and 14416 are bridge replacement projects that include widening of the span to accommodate such features as safe bicycle and pedestrian access and modern shoulders. They are	Thank you for your comment; it will be shared with NJDOT staff. The NJDOT project delivery process includes public hearings and local official briefings at which public comments can be provided.

				not capacity expansion projects. DBNUM 95023, 17419, 103A1, 97062B, 11415F and 780A are being widened to address congestion and safety concerns. All comments related to NJDOT projects (which also include DBNUM NS9802, 08327C, 08327D and 16344) were shared with the agency.	
Corey Hannigan, Tri-State Transportation Campaign				Strongly supports the Hudson Tunnel Project, which is essential for regional mobility and economic resiliency. Requested New Jersey be prepared to increase state funding to cover any gap created by potentially rescinded federal funds.	Thank you for your comment; it will be shared with NJDOT staff.
Corey Hannigan, Tri-State Transportation Campaign				Work with Middlesex County on Easton Ave (CR 527) Safety Improvements to ensure bicycle/micromobility safety is included.	Response By NJTPA - This project is sponsored by Somerset County. It recently completed Local Concept Development and includes pedestrian and bicycle improvements. Middlesex County has been involved as a key stakeholder and has provided valuable feedback.

Corey Hannigan, Tri-State Transportation Campaign				Work with NJDOT and Bergen County on Route 67, Route 5 (Central Boulevard) to Route 9W project to update the striping to include proven safety countermeasures to improve bicycle and pedestrian safety and connections to George Washington Bridge bike path	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with its Complete Street policies and include bicycle and pedestrian facilities where feasible.
Corey Hannigan, Tri-State Transportation Campaign				Support Route 9W, Palisades Avenue to New York State Line project. Please work with NJDOT to include physical protection (at least vertical delineation) and incorporate the recommendations from the NJTPA/NYMTC Palisades Shared Use Path Study.	Thank you for your comment; it will be shared with NJDOT staff.
Corey Hannigan, Tri-State Transportation Campaign				Work with NJDOT and NJDEP to include a shared-use path on the Delaware & Raritan Canal Bridges project and ADA connections to D&R Canal Trail.	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with its Complete Street policies and include bicycle and pedestrian facilities where feasible.
Corey Hannigan, Tri-State Transportation Campaign				Oppose curb widening in the Route 57/182/46, Hackettstown Mobility Improvements project.	Thank you for your comment; it will be shared with NJDOT staff. NJDOT projects comply with its Complete

					Street policies and include bicycle and pedestrian facilities where feasible.
Corey Hannigan, Tri-State Transportation Campaign				Include the Hudson-Bergen Light Rail Northern Branch Corridor Project in the TIP. Extend Hudson Bergen Light Rail West Side line to Newark (as an alternative to widening the NJ Turnpike Extension to Bayonne).	Response By NJTPA - Thank you for your comments. The TIP includes projects that have been allocated federal funding. These projects are not yet federally funded and therefore cannot be included in the TIP. This comment was also shared with NJ TRANSIT who concurs with this response.
Corey Hannigan, Tri-State Transportation Campaign				Work with the Governor's Office and the Port Authority of New York and New Jersey to restart work to extend the PATH train to Newark Airport and South Ward Newark.	Response By NJTPA - Thank you for your comments. These comments have been shared with the Port Authority. Response By Port Authority - The Port

					<p>Authority Board of Commissioners has fully authorized the EWR Station Access Project, which is now under construction, and has deferred the PATH extension project. As noted in Appendix A, the EWR Station Access Project will improve access, mobility and regional connectivity for the neighboring airport communities and includes provisions for a possible future extension of the PATH system to the station.</p>
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<p>Corey Hannigan, Tri-State Transportation Campaign</p>				<p>Work with NJ TRANSIT to include rail electrification in the TIP.</p>	<p>Response By NJTPA - Appendix A notes that NJ TRANSIT's budget funds the ongoing replacement of equipment as it reaches its end of 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.</p> <p>Response By NJ TRANSIT - NJ TRANSIT is cognizant of the state's growth and its impacts on current and forecasted travel demand. NJ TRANSIT's efforts include a wide</p>
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					<p>array of planned investments aimed at accommodating transit travel demand in the state, some of which are advancing through design and construction as resources allow. These projects, particularly those that address transit capacity constraints and service expansion, typically constitute major investments that are able to move forward if and when funding becomes available. Some major projects such as the Portal North Bridge and County Yard, both of which are located in electrified rail territory, have been</p>
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					able to move forward because substantial funding was made available by the federal government. NJ TRANSIT continues to cooperate and coordinate with partner agencies working to advance major investments associated with the Gateway program, but many such projects are not yet funded. Expansion of electrification, along with other major, proposed transit investments, will require examination to determine feasibility and capital costs.
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<p>Corey Hannigan, Tri-State Transportation Campaign</p>				<p>Increase STGBP funding for the Transit-Friendly Planning Program. It appears that this program is not funded at all under the current TIP.</p>	<p>Response By NJTPA - This program is in the S&D Program, which is why there is no funding identified in the TIP.</p> <p>Response By NJ TRANSIT - The Transit Friendly Planning (TFP) Program at NJ TRANSIT is dedicated to strengthening the link between public transit and land use through six key goals that are aligned with NJ TRANSIT's 10-Year Strategic Plan. The program strives to promote equitable, economically resilient, and environmentally sustainable development that improves the quality of life for all</p>
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					<p>New Jersey residents. The five pillars of the TFP Program—technical assistance, public education and community engagement, partnership development, data collection, and program management—ensure that NJ TRANSIT supports the development of transit-friendly communities.</p>
<p>Corey Hannigan, Tri-State Transportation Campaign</p>				<p>Increase STBGP funding for the Transit Village Program.</p>	<p>Thank you for your comment; it will be shared with NJDOT staff.</p>

<p>Corey Hannigan, Tri-State Transportation Campaign</p>				<p>Increase funding for Rail Capital Maintenance, Preventative Maintenance Rail, NEC Improvements.</p>	<p>Response By NJTPA - Thank you for your comments. These programs have several funding sources, including Federal Transit Administration (FTA) Urbanized Area Formula Program Grants (SECT 5307), FTA State of Good Repair Grants Program (SECT 5337) and state funds. If additional funding becomes available, they can be added to the TIP.</p> <p>Response By NJ TRANSIT - NJ TRANSIT's Strategic Plan (NJ2030: A Ten-Year Strategic Plan), is grounded in the idea that maintaining a state of good repair is</p>
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					essential to delivering high-quality and reliable service to NJ TRANSIT customers. With proper investment, NJ TRANSIT's infrastructure and equipment can benefit from targeted improvements in business performance, enhance the customer experience, improve safety, and make the system more resilient and sustainable.
Corey Hannigan, Tri-State Transportation Campaign				Please work with NJDOT and NJDEP to include a full corridor study for The Greenway to help advance this project beyond the first phase.	Thank you for your comment; it will be shared with NJDOT staff.

<p>Corey Hannigan, Tri-State Transportation Campaign</p>				<p>Rockfall mitigation projects should be deprioritized in funding priority relative to bike/pedestrian safety projects.</p>	<p>Thank you for your comment. We remain steadfast in our commitment to reducing all fatalities and improving the quality of life for residents and the traveling public. With a vision for a safer New Jersey, the department is deeply committed to eliminating traffic deaths and serious injuries in New Jersey by 2040. Rockfall mitigation projects are also a vital part of creating and maintaining safe roadways for pedestrians, bikers, and motorists. Addressing safety requires a wholistic approach.</p>
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Richard Jones & Jim Jansen				<p>The TIP projects sponsored by Bergen County lack bicycle and pedestrian improvements. This includes East Anderson Street Bridge, Kingsland Avenue Bridge, Market Street/Essex Street/Rochelle Avenue and Oradell Avenue Bridge. Bicycle improvements are particularly needed on East Anderson Street.</p>	<p>Response By NJTPA - Thank you for your comments. As noted, Bergen County is the project sponsor, and your comments were shared with the county. Bergen County sought funding from the NJTPA's Local Concept Development Program for the three bridge projects. This program explores various options for a potential bridge replacement or rehabilitation. All three projects include pedestrian improvements and bicycle compatible shoulders. The county received Congressionally Directed Spending</p>
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					<p>funds for the Market Street/Essex Street/Rochelle Avenue project.</p> <p>Response By Bergen County - These projects have completed Local Concept Development and Preliminary Engineering. Each of those phases was about two years and included extensive public, stakeholders, and local official engagement. This input contributed to the selection of the Preferred Alternative during Concept Development, which was further refined based on feedback received during Preliminary</p>
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					Engineering, prior to the current final design stage.
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<p>Warren County Board of County Commissioners</p> <p>Congressman Thomas H. Kean, Jr.</p> <p>NJ Senator Douglas Steinhardt</p> <p>Assemblyman John DiMaio</p> <p>NJ Assemblyman Erik Peterson</p> <p>Knowlton Township Committee</p> <p>Hardwick Township Committee</p> <p>Blairstown Township Committee</p>	<p>I-80 Retaining Wall Replacement Project (DB# 222360) and I-80 Rockfall Mitigation Project (DBNUM 09545)</p>	<p>22360 09545</p>		<p>Several comments received requested that the NJTPA include a “Fix the S-Curve” study in Connecting Communities to examine safety, mobility and congestion issues along Interstate 80 (I-80) from Exit 4 to the Delaware Water Gap Bridge. Some of the comments also asked that the funding for the I-80 Retaining Wall Replacement Project (DB# 222360) and I-80 Rockfall Mitigation Project (DBNUM 09545) be reprogrammed to concept development and included in the Fix the S-Curve study.</p>	<p>There have been previous requests from external stakeholders to realign Rt. 80 to eliminate the existing s-curve. Potential realignment alternatives were initially evaluated during the rockfall project’s development, but were dismissed from further consideration given their extensive social, economic, and environmental impacts as well as excessive construction costs. The significant topographical constraints on either side of Rt. 80 – the steep slopes of Mount Tammany to the north and the Delaware River</p>
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<p>Tara Mezzanotte, Founder I-80/611 DWG Coalition</p>					<p>to the west – limit the potential for realignment of the footprint of the highway without impacting the Delaware River or adjacent parkland.</p> <p>Given the critical environmental resources and constraints associated with this segment of Rt. 80, the NJDOT prefers options that largely remain within Rt. 80's existing physical footprint and right-of-way. Projects being completed along this segment of Rt. 80 are focused on improving safety along the corridor without realigning the highway as well as maintaining Rt. 80 in a state of</p>
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					<p>good repair. For example, the NJDOT has installed new speed limit and warning signs with flashing lights, completed pavement improvements, and tree trimming. As previously presented in public outreach efforts, options that involve major realignment of Rt. 80 are not preferred given their associated adverse environmental impacts and excessive costs.</p> <p>To maintain Rt. 80 in a state of good repair, capital improvements planned for this segment include two independent projects: the Route</p>
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					<p>80 EB Retaining Wall Replacement Project and the Rt. 80 WB Rockfall Mitigation Project. The Rt. 80 EB Retaining Wall Project will address critical needs associated with the retaining wall's existing condition. The project is needed to ensure the retaining wall meets current serviceability requirements and supports safe travel along Rt. 80. In summary, existing conditions of the retaining wall that will be addressed by the project include:</p> <ul style="list-style-type: none"> • Areas of voids/undermining under the retaining wall • Wide cracks and
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					<p>large spalling with efflorescence through and on the retaining wall</p> <ul style="list-style-type: none"> • Signs of separation and deflection of four to five inches at the northwest end of the retaining wall • Erosion along the embankment • Material loss, deterioration, and settlement of inlets and pipes in the vicinity of the retaining wall • Severe corrosion of the corrugated metal arch culvert that carries water from I-80 WB to the Delaware River <p>The Rt. 80 WB Rockfall Mitigation Project will address existing rock slopes that exhibit physical and</p>
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					<p>geological safety hazards. This Rt. 80 segment, between mileposts 1.04 and 1.45, has been characterized as having the highest rockfall hazard rating scores (i.e., highest risk) in New Jersey based on the Rockfall Hazard Management System that was developed by the Federal Highway Administration (FHWA). FHWA regulations outline three general principles at 23 CFR 771.111(f) that are to be used to frame a highway project. The action evaluated under NEPA as a Category Exclusion (CE), Environmental Assessment (EA), or</p>
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					<p>Environmental Impact Statement (EIS) must:</p> <ul style="list-style-type: none"> • Connect logical termini and be of sufficient length to address environmental matters on a broad scope; and • Have independent utility or independent significance, i.e., be useable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and • Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. <p>In summary, the Rt. 80 EB Retaining</p>
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					<p>Wall Replacement Project and the Rt. 80 WB Rockfall Mitigation Project each have logical termini. Both projects include rational end points for transportation improvements and for review of the environmental impacts. Additionally, both projects have independent utility since they can function as stand-alone improvements without forcing other improvements that have impacts. The purpose of the rockfall mitigation project is to increase safety and to maintain the mobility of the traveling public by</p>
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					mitigating rockfall incidents. The purpose of the Rt. 80 EB Retaining Wall Replacement Project is to address the subject wall's poor structural condition and meet current serviceability requirements by addressing the wall's minimal reinforcement. Neither project will restrict consideration of alternatives for other reasonably foreseeable transportation improvements.
Bethany Wall				Supports trail investments along the East Coast Greenway, specifically The Greenway project.	Response By NJTPA - Funding for The Greenway is

					included in the TIP. Thank you for your comment.
Christian Nowell				Asked how the TIP relates to counties and municipalities.	Response By NJTPA - Federal law requires all surface transportation projects financed with federal funds from FHWA and FTA to appear in the TIP. This includes federally funded projects or programs led by municipalities, counties and state agencies. These funds are apportioned annually based on formulas and guidelines in federal legislation to NJDOT and NJ TRANSIT projects and programs. Other authorities, counties and municipalities can also apply for

					formula and competitive federal funding based on eligibility requirements. As competitive funding is awarded to projects, they are added to the TIP.
Dennis Joshi				Asked if TIP bicycle infrastructure investments/improvements include ebikes.	Response By NJTPA - The Pedestrian and Bicycle investment category includes sidewalks, bike lanes and paths, pedestrian crossings and greenways.
Lisa Lee				Asked about the difference between the roadway enhancement and expansion funding categories in the TIP.	Response By NJTPA - Road Enhancement focuses on roadway improvements that do not add capacity to the network. These may include intersection redesigns, highway access/egress

					<p>improvements, geometry changes, or other road redesigns that are meant to improve traffic flow. Road Expansion involves new capacity (including the construction of new roadways, connections, or lanes). Additional information: https://rcis.njtpa.org/investments/system-improvement</p>
Lisa Lee				<p>Prioritize safety in projects and the TIP and align funding with recommendations from the Target Zero Commission.</p>	<p>Response By NJTPA - Thank you for your comments. Safety is a priority in Connecting Communities and in all the NJTPA's work. It should be noted that projects in the TIP can only be assigned to one funding category. So, the Direct Safety allocations</p>

					do not reflect all safety improvements being funded in the TIP. For example, a road or bridge rehabilitation project may include safety or pedestrian and bicycle improvements, but these would not be reflected in the investment allocations, as the projects would predominately be considered preservation and categorized as such.
Matthew Ford				How do current TIP allocations compare to past plans, particularly regarding mode share, and whether they reflect the vision of the LRTP?	As per NJTPA - The RCIS guidelines identify how projects and programs within each category should be planned and designed to help the region

					achieve desired performance outcomes. The allocation targets largely mirror current spending patterns, with some adjustments, and therefore reinforce past investment decisions by the NJTPA and partner agencies. Transit enhancement, transit expansion, direct safety improvements, pedestrian and bike investments, and environment and climate investment have been given additional emphasis.
Maureen Crowley				Advocated for The Greenway and emphasized the importance of trail investments.	Response By NJTPA - Thank you for your comments. The NJTPA continues to support trail

					projects in the region, including The Greenway, which is funded in the TIP.
Michael Dannemiller				Asked whether trail projects could be their own TIP category and asked what category includes active transportation.	Response By NJTPA - Trails and active transportation generally fall under the Pedestrian and Bicycle investment category. However, it is important to recognize that an individual project or program may serve multiple functions but only one (primary) category can be assigned to each project/program so active transportation work may also be included in other categories.

Paul Dennison				<p>Concerned about the impact the New Jersey Turnpike Expansion project in Bayonne and Jersey City will have on air quality and health. Said investing in transit could also have a positive economic impact, while also improving health.</p>	<p>Response By NJTPA - The NJTPA does not provide any funding to the New Jersey Turnpike Authority and has no involvement in this project. However, the Air Quality Conformity Determination for Connecting Communities and the TIP included this project due to its regional significance. The conformity determination evaluates all investments in the region, as whole, and determined there would be no negative impact on air quality overall. Strategies to increase public transit are included in Connecting Communities</p>
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					throughout Chapters 3 and 5.
Tiffany Robinson				What is included under “system improvements” related to safety in the TIP?	Response By NJTPA - Many categories under the Systems Improvement group may include safety elements. For the specifics, please see: https://rcis.njtpa.org/investments/systemimprovement . It is important to recognize that an individual project or program can only be assigned to one funding category, so safety may be incorporated even if the project isn't assigned to the Direct Safety category.

Tiffany Robinson				How do public outreach priorities align with the TIP's spending categories?	Response By NJTPA - Priorities identified during public outreach have reinforced the proposed Connecting Communities goals, which guide the target investment allocations.
Tom Drabic, Sussex County				Asked how fluctuations in federal funding could impact the TIP.	Response By NJTPA - Congress is working on a federal transportation funding reauthorization. The current funding, through the Infrastructure Investment and Jobs Act, expires in November 2026. It is too early to say how funding may be impacted. However, the TIP is updated every two years, as required under federal

					regulations, and can be modified and amended between those updates to reflect any change to funding.
Vito Gallo				Need safe bicycle and pedestrian connectivity to Liberty State Park. The NJTPA should ensure parks are not isolated or inaccessible.	Response By NJTPA - Connecting Communities supports active transportation accessibility to parks, jobs, shopping and other locations through support for Complete Streets (Chapter 5, page 79). In addition, the City of Jersey City is using the NJTPA Subregional Studies Program to update its circulation element in 2026. These concerns have also been shared with Jersey City.

John Boyle for the Bicycle Coalition of Greater Philadelphia	Culvert Replacement Program	09316		The Culvert Replacement Program should be coordinated with plans for shared-use path and trail crossings at major roads.	Thank you for your comment; it will be shared with NJDOT staff. Efforts to address safety conditions will be implemented when and where feasible. All NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.
Carl P Grala	Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd	12346		<p>(1) There are severe discrepancies between the Funding and Milestones timelines. Milestones need to be updated and Community in Bordentown needs to be actively engaged in analysis of alternatives with a rescheduled public information center.</p> <p>(2) It is important to provide for pedestrian and bike traffic on both sides of Rt 206 top satisfactory serve resident communities.</p> <p>(3) A particular need is to provide for pedestrian crossing of Rt 206 at Elizabeth Street/Ward Avenue via pedestrian bridge or tunnel to provide for safe pedestrian crossing of this busy roadway.</p> <p>(4) A particular need is the conversion of the derelict Conrail Railroad bridge over Route 206 at Park Street</p>	Thank you for your comment; it will be shared to NJDOT staff. Planned funding for a project is based on the current project delivery schedule, budget estimate, and available funding. Efforts to address safety conditions will be implemented when

				to provide for safe pedestrian crossing of this busy roadway.	and where feasible. All NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible.
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David Kimmel	Route 1, Alexander Road to Mapleton Road	17419		<p>This project involving widening Rt. 1 from 6 to 8 lanes would only further divide West Windsor Township and make it less safe for people who either want or need to cross the Rt. 1 highway on foot or bike. Any project that would exacerbate rather than address the issue of not being able to safely cross the highway should not be started. The lack of safe crossings of Rt. 1 anywhere in this stretch is also a known issue, e.g., the crossings at Washington Rd. and at Fisher Place are designed for car movement only and are not designed to be safe for people trying to cross on foot or by bike.</p> <p>Are NJ and NJDOT serious about the goal of eliminating traffic fatalities and injuries in NJ, as stated in the NJ Target Zero Commission law? If so, are safe and encouraging pedestrian and bicycling infrastructure included as a part of this proposed TIP? Please confirm and ensure that this TIP would include multiple ways for pedestrians and bicyclists to safely cross Rt. 1 along this stretch Please also confirm and ensure that if the project moves forward, it would include the addition of wide multi-use paths on each side of Route 1, with the paths set back a ways from the highway rather than very close to the curb, and include a multi-use path over the Millstone River to connect the hospital and points south.</p> <p>Lastly, although this stretch of Route 1 has vehicular traffic during peak times, at other times it has no traffic. A roadway expansion project may not be needed here, and the additional lanes will lead to induced demand, resulting in the same amount of traffic that currently exists today.</p>	<p>Thank you for your comment. The current plan provides for a bicycle and pedestrian path offset from Route 1 NB starting at Fisher Place (West Windsor) and extending north over the Millstone River Bridge and connecting to an existing bike path on the other side (Plainsboro). The current plan was based on coordination with Princeton University and information provided by West Windsor Township in 2020. The NJDOT team in 2020 also met with a bicycle and pedestrian group to discuss proposed</p>
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			<p>Proposed project # 17419 involving widening Rt. 1 from 6 to 8 lanes would only further divide West Windsor Township and make it less safe for people who either want or need to cross the Rt. 1 highway on foot or bike. Any project that would exacerbate rather than address the issue of not being able to safely cross the highway should not be started. The lack of safe crossings of Rt. 1 anywhere in this stretch is also a known issue, e.g., the crossings at Washington Rd. and at Fisher Place are designed for car movement only and are not designed to be safe for people trying to cross on foot or by bike.</p> <p>Are NJ and NJDOT serious about the goal of eliminating traffic fatalities and injuries in NJ, as stated in the NJ Target Zero Commission law? If so, are safe and encouraging pedestrian and bicycling infrastructure included as a part of this proposed TIP?</p> <p>Please confirm and ensure that this TIP would include multiple ways for pedestrians and bicyclists to safely cross Rt. 1 along this stretch Please also confirm and ensure that if the project moves forward, it would include the addition of wide multi-use paths on each side of Route 1, with the paths set back a ways from the highway rather than very close to the curb, and include a multi-use path over the Millstone River to connect the hospital and points south.</p> <p>Lastly, although this stretch of Route 1 has vehicular traffic during peak times, at other times it has no traffic. A roadway expansion project may not be</p>	<p>improvements. The bicycle and pedestrian elements will be revisited during the Final Design phase.</p>
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				<p>needed here, and the additional lanes will lead to induced demand, resulting in the same amount of traffic that currently exists today.</p>	
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Paul Ligeti	Route 1, Alexander Road to Mapleton Road	17419		<p>I am the President of the Historical Society of West Windsor, a nonprofit (est. 1983) dedicated to preserving and promoting the history of West Windsor, NJ. I am also the author of our town's history book, "West Windsor Then and Now - A New Perspective." Project 17419 naturally affects the historic mid-1700s community of Penns Neck. This neighborhood is well-documented by the Historical Society of West Windsor and is one of the oldest communities within the entire township. Much of its extant historic character dates to the 1920s and beyond, but several properties do date to the early-mid 1800s, and one - the Schenck-Covenhoven Cemetery, about 1/3 mile north of the traffic circle intersection - is from the 1730s or 1740s. See the Historical Society's website(https://www.westwindsorhistory.com/pennsnECK.html) which contains histories of several dozen sites (both disappeared and extant) within that community. Project 17419 is of particular attention to the Historical Society because of potential impacts on the historic character of Penns Neck community. In particular, we strongly support that whatever the end result be, that it (including entrances/exits to the circle) not encroach on the property owned by the Princeton Baptist Church. This includes the church sanctuary building itself (const. 1812) and the Red Lion Inn (const. 1807 - the house just behind and next to the AT&T store; it hasn't functioned as a tavern since the 1870s but remains a historic site). I believe the AT&T store is also owned by the Church. Both the sanctuary and the Red Lion Inn are listed on the New</p>	<p>Thank you for your comment; it will be shared with NJDOT staff. All NJDOT must demonstrate compliance with the National Environmental Policy Act (NEPA), which includes an assessment of effects to historic properties.</p>
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				<p>Jersey and National Registers of Historic Places for their architectural and social significance (too detailed to expound upon here but see the link above for more info). They carry vital significance to the Penns Neck neighborhood as historic sites (and the Church is still used as a spiritual and social gathering place for many). They are also of importance to West Windsor more broadly as a symbol of local history. The Historical Society has significantly more information on their history and significance than what is posted on our website, so for even more, email us at westwindsorhistory@gmail.com or call us at (609) 751-4061. We would also like to suggest that signage be installed as part of the project on all approaches to the Washington Road traffic circle and/or Fisher Place, saying "Welcome to historic Penns Neck" or similar. There already is similar signage on Route 1 southbound, just south of Eden Way's exit onto Route 1, but it is old and fading and would ideally be replaced. The Historical Society already has a cast-metal sign providing a brief overview of the community's history along Washington Road (next to the Princeton Baptist Church's graveyard).</p>	
Carl P Grala	Route 1, Route 29 to Perry Street	24385		<p>Traffic diversion from Route 1 to Route 295 is required to preclude car and truck traffic from transitioning through a Trenton residential areas to transition from one highway (Rt 1) to another (Rt 29). Consider new bridge from the 295/195 Interchange to Fairless Hills, PA. In general a more effective regional truck traffic management plan is required to keep trucks out of residential areas in Trenton.</p>	<p>Thank you for your comment; it will be shared with NJDOT staff.</p>

Carl P Grala	Pavement Preservation	X51		Project should not be limited to road pavement but should include safety and mobility improvements for pedestrian and bicycle traffic as well along the increasingly busy Route 206 roadway.	Thank you for your comment; it will be shared with NJDOT staff. The purpose of the Pavement Preservation program is to preserve pavement condition.
John Boyle for the Bicycle Coalition of Greater Philadelphia	Bridge Management System			Condition and geometry of walkways and shared-use-paths should be included in the system.	Thank you for your comment; it will be shared with NJDOT staff. The purpose of the Bridge Management System program is implementation of a computerized system that analyzes bridge rehabilitation and replacement needs.

Zeke Weston			<p>Thank you to the Delaware Valley Regional Planning Commission (DVRPC) for sharing the draft FFY2026 Transportation Improvement Program for New Jersey (NJ-TIP) and for offering the opportunity to provide feedback on the region’s transportation priorities. New Jersey Future submits the following comments and recommendations for the draft NJ-TIP, organized by program and project:</p> <p>General Comments</p> <ul style="list-style-type: none"> ● The Regional High Injury Network (RHIN) is the result of a data-driven process designed to map and identify where killed and severe injury crashes occurred, and where bicyclists and pedestrian crashes occurred. It helps prioritize safety improvements and investments in the most dangerous roadway segments to reduce traffic-related injuries and fatalities in the region. <ul style="list-style-type: none"> ○ Any RHIN segments with an associated safety project should be added to the TIP. ○ Projects listed on the RHIN should note this in their project descriptions. ○ Projects on the RHIN should be required to implement proven safety countermeasures based on crash data. ● Projects with significant bicycle and pedestrian improvements (i.e., addition of continuous sidewalks, bike lanes, or shared-use paths) should be noted as multimodal, so that it is clear that they include active transportation components. 	Thank you for your comment; it will be shared with NJDOT staff.
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Zeke Weston, New Jersey Future	Bicycle and Pedestrian Facilities/Acco mmodations	X185		We strongly support the use of this program; however, the funding levels provided do not adequately meet the region's needs. This funding should be prioritized for projects on the RHIN to improve the safety of pedestrians on the most dangerous roadways in the region.	Thank you for your comment; it will be shared with NJDOT staff.
Zeke Weston, New Jersey Future	Carbon Reduction Program	22352		The Carbon Reduction Program is critical for reducing greenhouse gas emissions from the transportation sector. In New Jersey, the transportation sector accounts for 41% of the state's total carbon emissions. To address this, NJ's Carbon Reduction Strategy recommends increasing the use of public transit and active transportation to reduce emissions for the transportation sector. Both modes are clean and sustainable travel options that directly help reduce emissions. Program funding should be directed toward increasing the use of public transit and active transportation, including regional trails, as outlined in New Jersey's Carbon Reduction Strategy	Thank you for your comment; it will be shared with NJDOT staff.
Zeke Weston, New Jersey Future	CMAQ Initiatives, Statewide	22355		Statewide trail networks are valuable assets that strengthen communities and support regional vitality. A statewide regional trail network is critical for offering residents a safe, sustainable, and accessible transportation facility that is consistent with the goals of the statewide Community Multiscale Air Quality (CMAQ) program. A portion of the Statewide CMAQ funds should be allocated towards the creation of a statewide regional trail network.	Thank you for your comment; it will be shared with NJDOT staff.

Zeke Weston, New Jersey Future	CMAQ Initiatives, Local	X065		A portion of the local CMAQ funds should be allocated to Circuit Trails projects, as was done in 2018 and 2021.	Thank you for your comment; it will be shared with NJDOT staff.
Zeke Weston, New Jersey Future	Local Aid, State Transportation Infrastructure Bank	X186B		Trails provide options for walking, biking, and rolling, connecting people to key destinations and fostering a sense of place. Beyond transportation, trails promote health, sustainability, and economic development, offering benefits that extend across urban, suburban, and rural landscapes. Program funding from the New Jersey Transportation Infrastructure Bank should be increased to build more regional trails and shared-use paths.	Thank you for your comment; it will be shared with NJDOT staff. Funding for the Local Aid, State Transportation Infrastructure Bank is appropriated by the State Legislature.
Zeke Weston, New Jersey Future	Local Aid, Urban Aid	X98Z		Funding for the Bikeways, Safe Streets to Transit, and Transit Village programs should be restored to their 2022-2025 funding levels. o For example, in 2021, the Bikeways program provided \$1 million in funding for four projects, whereas in 2023, it provided \$8.4 million in funding for seventeen projects. o Each of these programs plays a critical role in placemaking, enhancing active mobility and transit-oriented development, and, most importantly, advancing the fight to end traffic-related deaths in New Jersey.	Thank you for your comment; it will be shared with NJDOT staff.
Zeke Weston, New Jersey Future	Transportation Alternatives Program	X107		We strongly support the use of this program. The redistribution of unobligated funds has been wisely spent on regional trail projects, and that process should continue.	Thank you for your comment; it will be shared with NJDOT staff.

Zeke Weston, New Jersey Future	Camden LINK Trail	2403		<p>We strongly support this project and believe it should be fully funded.</p> <ul style="list-style-type: none"> o We are concerned that some of the federal funds could be rescinded, and any shortfall should be covered with other funding sources. o The Camden LINK Trail will be a vital active transportation facility safely connecting Philadelphia and the communities in Camden County. 	Thank you for your comment; it will be shared with NJDOT staff.
Zeke Weston, New Jersey Future	Prospect Street, Bridge over Belvidere- Delaware RR	18305		<p>We support this project with additional bicycle and pedestrian improvements that are needed.</p> <ul style="list-style-type: none"> o DVRPC’s bike plan for Trenton, “Our Streets: A Trenton Bike Plan for All,” recommends a two-way cycle track on Prospect Street that should be included. o Prospect Street is also on the RHIN, making it a priority corridor for pedestrian safety improvements. o Safe connections from Prospect Street to the Delaware and Raritan Canal State Park Trail need to be included. o Trail improvements, both under and adjacent to the bridge, should also be included. 	<p>Thank you for your comment; it will be shared with NJDOT staff.</p> <p>Efforts to address safety conditions will be implemented when and where feasible. All NJDOT projects comply with the complete street policy and include bicycle and pedestrian facilities where feasible.</p>
Zeke Weston, New Jersey Future	Johnson Trolley Pedestrian Bridge	25381		<p>We strongly support this project and appreciate the commitment of NJDOT.</p> <ul style="list-style-type: none"> o Please include the complete Johnson Trolley Trail Corridor proposed by the DVRPC-funded “Johnson Trolley Trail Corridor Study Feasibility and Concept Development Report.” o The pedestrian bridge over I-295 in Mercer County 	Thank you for your comment; it will be shared with NJDOT staff.

				will provide a safe and accessible route for pedestrians and cyclists to cross the highway that has historically divided the community in half.	
Zeke Weston, New Jersey Future	Route 206, South Broad Street Bridge over Assunpink Creek	L064		We support the project with additional bicycle and pedestrian improvements that are needed. This bridge is part of the Delaware River Heritage Trail and is on the RHIN, making it a priority corridor for pedestrian safety improvements. Protected bike lanes and ADA accessible sidewalks need to be included.	Thank you for your comment; it will be shared to NJDOT staff. Efforts to address safety conditions will be implemented when and where feasible. All NJDOT projects comply with the complete street policy and include bicycle and pedestrian facilities where feasible.
Zeke Weston, New Jersey Future	Circulation Improvements Around Trenton Transit Center	D2023		We strongly support this project. The project would narrow the gap between the Delaware and Raritan Canal Trail and the Trenton Transit Center, making it easier and safer for pedestrians to access.	Thank you for your comment; it will be shared with NJDOT staff.
Zeke Weston, New Jersey Future	Safety Programs, Hamilton Avenue	19370		We support this project with additional bicycle improvements that are needed. DVRPC's bike plan for Trenton, "Our Streets: A Trenton Bike Plan for All," recommends a two-way cycle track	Thank you for your comment; it will be shared to NJDOT staff.

	between South Broad Street and South Olden Avenue			on the street segment from Broad Street to Hudson Street that should be included.	Efforts to address safety conditions will be implemented when and where feasible. All NJDOT projects comply with the complete street policy and include bicycle and pedestrian facilities where feasible.
Zeke Weston, New Jersey Future	Route 29, Route 295 to Sullivan Way, ATS C#1	19606		<p>New Jersey Future has been working with Mercer County to advance the Route 29 local concept study to turn the roadway into a boulevard.</p> <p>This project does not acknowledge this local concept development study for a boulevard, nor does it mention the inclusion of a shared-use path as part of the Delaware River Heritage Trail, which connects Trenton and Camden.</p> <p>The traffic signal improvements and upgrades should include components and considerations that prioritize the safety of pedestrians and cyclists when crossing intersections along this segment of Route 29. The roadway is currently very hazardous for pedestrians and cyclists to cross; therefore, this project presents an opportunity to utilize traffic signal improvements to enhance safety. New Jersey Future commends DVRPC for creating the FFY2026 NJ-TIP, which will serve as a valuable resource for the region's transportation</p>	Thank you for your comment; it will be shared with NJDOT staff.

				priorities. We appreciate this opportunity to provide comments on the draft.	
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<p>Silvia Ascarelli</p>			<p>I drive on U.S. 1 a lot. And I understand that it's busy. But I am concerned that the widening will just bring more traffic, thanks to induced demand, and that the extra lane will mean higher speeds. And in the end, more crashes and more fatalities. In addition, I fear it will bring more traffic in front of homes on both Washington Road and Fisher Place that people use to reach U.S. 1.</p> <p>I'm also concerned that it will become even more difficult for non-motorists to cross U.S. 1. Right now it's doable at Washington Road (take your place in line, cyclists ... better than trying Alexander Road with no shoulder/bike lane and fast-moving traffic). I wish the Princeton University path that comes almost to the Fisher Place jughandle could connect -- that seems like a calmer way to cross U.S. 1 for those on bikes as well as those on foot.</p> <p>8 lanes is a lot of highway dividing parts of my town.</p> <p>There's already no way for those staying at the hotels opposite the hospital in Plainsboro to cross US 1 -- has there been any thought to adding a pedestrian bridge? I realize this is just north of Mapleton, so you may tell me this is out of the project scope. But I hope it is then somewhere on your radar.</p> <p>Finally, more of U.S. 1 needs sidewalks or multi-use paths, preferably set back from these 8 lanes of</p>	<p>Thank you for your comment; it will be shared with NJDOT staff.</p> <p>Efforts to address safety conditions will be implemented when and where feasible. All NJDOT projects comply with the complete streets policy and include bicycle and pedestrian facilities where feasible."</p>
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				<p>dangerous traffic. A sidewalk was added along U.S. 1 between Emmons Drive and Nassau Park as well as south of the Mercer One shopping center (where Shop-Rite is), and I see workers and others using it. Please anticipate the redevelopment of the SRI site by adding safe sidewalks on the eastern side that can connect to whatever goes there.</p> <p>Give people choices about how to move around!</p> <p>I hope that NJDOT can share its concept plans and drawings with residents early in the process -- to gain input, to make sensible changes and to avoid last-minute uproars that could squander a lot of work. (Remember the attempt to end left turns from northbound Route 1 to Princeton at Washington Road?) Frankly, it's hard to say much more now with so little information.</p>	
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Anne Clifton	Route 1, Alexander Road to Mapleton Road	17419		<p>"Dear Commissioners:</p> <p>My comments are directed to Project 17419 in the TIP, Route 1 widening from Alexander Road to Mapleton Road.</p> <p>How does widening Route 1 from six to eight lanes help New Jersey meet its commitment to reducing greenhouse gas emissions by 2030? Adding more lanes of traffic will induce demand and increase the number of cars and trucks on a highway that splits my town of West Windsor.</p> <p>How does expanding Route 1 help New Jersey meet its Target Zero goal of eliminating traffic deaths and serious injuries in New Jersey by 2040? This expansion will make it even more dangerous for those who commute by bicycle or foot to cross Route 1 to access their place of employment or for recreation. Any expansion of Route 1 must provide safe cyclist and pedestrian access across the highway. For example, include an off-road bicycle and pedestrian path along the 2.7-mile Dinky line route between the Princeton Junction and Princeton train stations. Create a crossing of Route 1 at Fisher Place to connect to the existing Princeton University multi-use path on its Meadows Campus. There as already a pedestrian signal at the intersection of Route 1 and Fisher Place."</p>	<p>Thank you for your comment. All projects included in the Statewide Transportation Improvement Program demonstrate compliance with transportation conformity regulations. The current plan provides for a bicycle and pedestrian path offset from Route 1 NB starting at Fisher Place (West Windsor) and extending north over the Millstone River Bridge and connecting to an existing bike path on the other side (Plainsboro). The current plan was based on coordination with Princeton</p>
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					University and information provided by West Windsor Township in 2020. The NJDOT team in 2020 also met with a bicycle and pedestrian group to discuss proposed improvements. The bicycle and pedestrian elements will be revisited during the Final Design phase.
Lori Howard	Bridge No. C4.13 over Parkers Creek on Centerton Road	D2018		Had the Centerton Bridge not have been closed, it could have alleviated some of this traffic. With the amount of new housing in the area, I am not sure if the Parkers Creek bridge, even with replacement, could continue to meet the needs of the growing population. Closing this bridge for reconstruction or rehabilitation is going to be hard for the public. Where would people go to get to Centerton Road? If the county moves forward with this project, they will need to make sure they identify reasonable detours and determine the impact it would have on other roads, such as Masonville Road, Marne Highway and Creek Road.	Response By Burlington County - Thank you for your comment. The County has developed a detour plan during the reconstruction of the Parker's Bridge that would efficiently carry existing traffic while minimizing local impacts. Hartford, Borton's

					Landing and Creek roads as well as Interstate 295 have the capacity to carry the additional traffic during construction and will be properly signed to direct traffic. The former Centerton Road Bridge would not address the future circulation needs during construction.
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	Rancocas Creek Greenway, Rainbow Meadow Park (Circuit)	D2207		Support adding shoulders. We suggest designating them as bike lanes with a 2-3 foot buffers.	Response By Burlington County - Thank you for your comment.
John Boyle for the Bicycle Coalition of Greater Philadelphia	Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and trail linkages	D2402		Strongly Support, we request that the 3 year gap between PE and Design be condensed to accelerate the process.	Response By DVRPC - Thank you for your comment. The programming for specific projects in the FFY2026 NJ TIP is primarily focused on delivering projects

					<p>in FFY26 and FFY27, while maintaining fiscal constraint. We will begin another TIP update in the fall of 2026 and we will get cost and schedule updates on the project at that time, then we will adjust programming accordingly.</p> <p>Response By Burlington County - Thank you, this project is a priority and we look to accelerate the timeline to the extent feasible.</p>
Lori Howard	ATMS Expansion & Upgrade Project	D2502		Having additional traffic signals that are responsive would be a good project for Burlington County.	<p>Response By Burlington County - Thank you for your comment. This project builds on the County's existing traffic</p>

					management system
John Boyle on behalf of The Bicycle Coalition of Greater Philadelphia	3 Taunton Lake Road (CR 544) Widening	D2503		Support adding shoulders. We suggest designating them as bike lanes with a 2-3 foot buffers.	Response By Burlington County - Thank you, this project aims to improve safety for bicyclists and pedestrians traveling this roadway.
Patrick McDevitt	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail	D1203		As the Chair of Bike Gloucester County, a NJ Affiliate of the Bicycle Coalition of Greater Philadelphia, I strongly support this project! We currently lead monthly rides from the Williamstown end of the current Bike Trail to Elmer using the Monroe- Glassboro Trail, surface Streets through Glassboro, then on the Elephant Swamp Trail into Elmer. This will undoubtedly increase the use of both trails and hopefully encourage additional connections. With the DVRPC's stated support of completing the Circuit Trails, this will be an excellent connection to assist with that goal.	Response By Gloucester County - Thank you for your comment.

Kurt Feg	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail	D1203		<p>Re 1203, How much will be dedicated bike path, and how much will just be an unprotected shoulder with some painted lines on a narrow road? Painted lines and signs alone don't protect riders. There needs to be a dedicated lane with barriers. Also, has anyone from the commission been down the Monroe Bike path lately, in particular the area from Whispering woods to the middle school? Monroe's force main sewer pipe is constantly bursting and leaking sewage under the path, and needing emergency repairs (it runs directly under the path there). Every time, they cut up the path, make the fix, then spot pave over, and it's rarely done right. Usually leaving bumps, waves, sharp edges from old to new etc. and now in the last few days they've started a project to replace the pipe near Sykes lane and then by the middle school later, but next to the path, leaving one to wonder the condition they'll leave the path in after that, or their poorly repaved sections from the past. The section from Whispering woods to Clayton avenue needs a complete and proper repaving, with correct underlayment that will prevent buckling and cracking.</p>	<p>Response By Gloucester County - Thank you for your comments. The original plans for this project proposed constructing a completely protected, off-road multipurpose trail. Due to right-of-way acquisition conflicts with Conrail, that is no longer feasible. In regards to the Monroe Bike Trail, the maintenance of that trail facility is under the jurisdiction of Monroe Township. Gloucester County cannot speak to the Township's maintenance schedule on that facility.</p>
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<p>Delaware Valley Association of Rail Passengers</p>	<p>Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail</p>	<p>D1203</p>	<p>The Glassboro Multi-Purpose Rail Extension – Glassboro – Elk Trail (DB#1203) was brought to the attention of the Delaware Valley Association of Rail Passengers (DVARP), a non-profit passenger rail advocacy organization, through LinkedIn social media. DVARP denounced this project in LinkedIn commentary and was advised to officially comment on the project. The purpose of the Glassboro Multi-Purpose Rail Extension – Glassboro – Elk Trail is to extend an existing bike/walking trail that occupies the right-of-way of a former railroad, the Williamstown Railroad, which eventually came under control/ownership of the Philadelphia and Atlantic City Railroad and later the Pennsylvania-Reading Seashore Lines (Railroad). The Pennsylvania-Reading Seashore Lines progressively took out of service portions of the former Williamstown Railroad between 1932 and 1968, at which time only stubs of the branch remained in service to serve industries at Glassboro, Williamstown, and Williamstown Junction. The Pennsylvania-Reading Seashore Lines was absorbed into ConRail in 1976; ConRail eventually abandoned the remaining industrial spurs and the rights-of-way transferred to local and state governments or private owners. The rightof-way between Glassboro Junction and Blue Bell Road in Williamstown remains largely intact. While some of it has already been turned into a rail trail, some remains undisturbed. Since 1968, the population of Gloucester County has grown by fifty-eight percent (58%), particularly spurred by</p>	<p>Response By Gloucester County - Gloucester County acknowledges your comment and is happy to report the proposed project is no longer utilizing the old rail bed as originally proposed due to private land owner acquisition of the old right-of-way. The County is in the process of a realignment that no loner utilizes the rail bed.</p>
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			<p>commercial and residential development in and around Glassboro and Williamstown. Both areas are currently underserved by transit, have high rates of traffic congestion, and few options to reduce roadway capacity. The Delaware Valley Association of Rail Passengers believes the conversion of the former Williamstown Railroad right-of-way into a rail trail, bike trail, etc. is poor judgement, does not and will not serve the greater good, and will contribute to congestion in the region. Currently, a major light rail system is being developed to serve over the existing Millville Secondary Division, owned by ConRail between Camden and Glassboro. DVARP believes, and has historically supported, that the former Williamstown Railroad right-of-way be preserved intact for the restoration of a future passenger rail extension from Glassboro Junction.</p> <p>The reinstatement of passenger rail services, be it heavy rail or light rail, will serve a far greater number of people, open the region to new commercial and economic investments and development, assist in traffic congestion reduction, and reduce pollution. The rail trail investment fails to achieve many of the above goals. DVARP does not oppose rail trails in a broader sense as not all former railroad rights-of-way remain useful for freight or passenger service. DVARP fiercely opposes this proposal as it fails to consider the broader needs of sprawl issues, development patterns, congestion, pollution, and lack of ability to expand other means of transportation,</p>	
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				especially single occupancy vehicles (SOV).	
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Tandra Ericson	Circulation Improvements Around Trenton Transit Center	D2023		While this project is needed as biking and walking around the Trenton Transportation Center is unsafe, it is limited in scope and does not seem to build connections to the other parts of the City or connection trails. At a minimum, there should be safe access to the D&R Canal trail as well as other needed locations around the City such as accessing the Capital, Court House and other State government buildings. In other words, I don't see how the needed bicycle and pedestrian improvements make it safer to connect with the rest of the City except for the limited 10 block area.	Response By Mercer County - Thank you for your support and exhortation to do more! Transportation improvement projects are challenging and have long timelines, especially when federally funded. A strong partnership among City, County, State, and DVRPC is working on several of the issues you raise. We just can't do it in one project.
Carl P Grala	Circulation Improvements Around Trenton Transit Center	D2023		Improvements should include establishment of bike lanes from surrounding neighborhoods so the circulation improvements around the Trenton Transit Center will reconnect neighborhoods which have been separated by the highways built in the 1950's.	Response By Mercer County - Thank you for your support and exhortation to do more! Transportation improvement projects are challenging and

					have long timelines, especially when federally funded. A strong partnership among City, County, State, and DVRPC is working on several of the issues you raise. We just can't do it in one project.
John Boyle for the Bicycle Coalition of Greater Philadelphia				The Regional High Injury Network (RHIN) Should Be Added to the TIP Project Map.	Response By DVRPC - Thank you for your comment and the suggestion on improving the TIP web search tool. DVRPC staff will work to include the Regional High Injury Network GIS layers to the selectable layers in the TIP web search map.
John Boyle for the Bicycle Coalition of Greater Philadelphia	Bus Acquisition Program	T111		Upgrade front loading racks to carry 3 bicycles. Install external bike racks or Luggage Bay bike racks (manufactured by Sportworks) on MCI cruiser buses.	Response By NJ TRANSIT - Thank you for your comment. Your comment will be forwarded to NJ

					TRANSIT Bus Operations for consideration and assessment of feasibility.
John Boyle for the Bicycle Coalition of Greater Philadelphia	Light Rail Infrastructure Improvements	T195		Implement secure bike parking solutions at RiverLINE stations, restore the RiverLINE fleet to restart two-car trains to alleviate crowding and provide an adequate number of available bicycle holding racks.	Response By NJ TRANSIT - NJ TRANSIT is currently pursuing an evaluation of secure bike shelters for potential use at rail stations and other transit facilities. NJ TRANSIT is also working to address the state of good repair needs of the River Line diesel light rail vehicle fleet, as well as planning for future fleet needs on this line.