



NJ 2020 SHSP

Intersections Emphasis Area

Completed Priority Action 1.A.2.b.

List of pedestrian safety funding opportunities and other resources.



January 3, 2022





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Safety Funding Opportunities for Counties and Municipalities

Federal Funding Opportunities

Federal funding grant programs for bicycle and pedestrian projects in New Jersey are typically offered through and administered by a combination of the following entities: the United States Department of Transportation (USDOT), New Jersey Department of Transportation (NJDOT), New Jersey Department of Highway Traffic Safety (NJDHTS), New Jersey Department of Environmental Protection, one of the state's three metropolitan planning organizations (MPOS), North Jersey Transportation Planning Authority (NJTPA), the South Jersey Transportation Planning Organization (SJTPO) and the Delaware Valley Regional Planning Commission (DVRPC).

Transportation Alternatives (TA) Set-Aside Program

Eligible activities: Design, Capital Costs, and Construction

The TA Set-Aside Program is a discretionary grant program designed to develop a more livable and environmentally friendly community through alternative modes of transportation such as biking and walking. The program is jointly administered by NJDOT in partnership with the state's regional MPOs. Each MPO receives a sub-allocation of the total federal funds and reviews grants for their respective region along with NJDOT staff. TA Set-Aside eligible projects must fall into one of the following seven (7) categories:

1. Design and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of vehicles
2. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, and other non-motorized transportation users
3. Construction of scenic turnouts, overlooks, and viewing areas
4. Historic preservation and rehabilitation of historic transportation facilities both land and water such as building structures and canals
5. Community improvement activities, specifically streetscaping and corridor landscaping
6. Environmental mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff
7. Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats

Information, including the schedule for solicitation, is available at www.njdotlocalaidrc.com/federally-funded-programs/transportation-alternatives. Similarly, visit the appropriate MPO link below to find out more about this program for each MPO.

www.njtpa.org/Projects-Programs/Local-Programs/Transportation-Alternatives.aspx

www.dvrpc.org/tap

www.sjtpo.org/tap/

NJDOT offers a **Design Assistance Program** for TA Set-Aside grants. The program makes available consultant services to assist municipalities and counties in designing and developing their project. Recipients of TA Set-Aside grants are eligible for this program.



Safe Routes to School (SRTS) Infrastructure Grant

Eligible activities: Design, Capital Costs, and Construction

This is a competitive grant program focused on infrastructure (construction) projects which encourage and enable students from grades K-8 to safely walk and bike to school within a 2-mile radius from the school. With the new Bipartisan Infrastructure Law, SRTS has expanded to include High Schools (i.e., K-12th grade). The change will presumably be incorporated into NJDOT's next solicitation. NJDOT generally issues a solicitation every two years. Projects typically include ADA-compliant sidewalks, crosswalks, curb extensions, signals, lighting, bike racks, bike lanes, and traffic-calming measures. Priority for funding is given to disadvantaged communities.

Information, including the schedule for solicitation, is available at www.saferoutesnj.org/grants-funding-overview/ and www.njdotlocalaidrc.com/federally-funded-programs/safe-routes-to-school. Similarly, visit the appropriate MPO link below to find out more about this program for each MPO.

www.njtpa.org/Projects-Programs/Local-Programs/Safe-Routes-To-School.aspx

www.dvrpc.org/saferoutes

www.sjtpo.org/srts/

NJDOT offers a **Design Assistance Program** for SRTS grants. The program makes consultant services available to assist municipalities and counties in designing and developing their project. Recipients of SRTS grants are eligible for this program.

Safe Routes Regional Coordinators from eight Transportation Management Associations (TMAs) throughout New Jersey are ready, willing, and able to offer free technical assistance with developing SRTS programs that are supportive of grant applications for communities in all 21 counties. Information on New Jersey's regional TMAs can be found at <https://www.tmacouncilnj.org/>.

The New Jersey SRTS Resource Center assists public officials, transportation and health professionals, and the public in creating a safer and more accessible walking and bicycling environment through primary research, education, and dissemination of information about best practices in policy and design. The Center is supported by the NJDOT through funds provided by the FHWA. Additional information can be found at <https://vtc.rutgers.edu/new-jersey-safe-routes-to-school-srts/>.

Highway Safety Improvement Program (HSIP) Local Safety and High Risk Rural Roads Program

Eligible activities: Design, Capital Costs, and Construction

This competitive grant program is federally funded through a program in the NJDOT Statewide Transportation Improvement Plan (STIP). The program focuses on data-driven high crash risk locations on the county and municipal networks. Each MPO solicits applications from its respective region. Project costs are 100% funded, with no local match required. All public roads are eligible for Highway Safety Improvement Program (HSIP) funds.

Local Safety Program: The Local Safety Program is a competitive program administered by each MPO. Eligible projects include intersection improvements, road diets, roundabouts, signage, pedestrian indications, crosswalks, curb-ramps, pavement markings, and other bicycle and pedestrian improvements related to safety and mobility. This program funds design, right-of-way acquisition, and construction. In most cases, the MPO offers application and design assistance to further assist local jurisdictions to include substantive safety in their projects.



Network Screening Lists have been developed for county and municipal hot spots in the respective regional MPOs. These lists should be utilized when selecting a potential project location. Locations that ranked in the top 50 in their respective county or top 150 in the region are encouraged. Alternatively, locations that demonstrate a crash history given more recent data will also be considered. Systemic improvements that address the crash risk based upon an established roadway or intersection characteristics are also acceptable. The projects must be designed to improve safety by minimizing or eliminating risk of severe crashes for roadway users.

The application process for the Local Safety Program is data-driven and includes Location Selection, Problem Identification, Countermeasure Selection, and Benefit-Cost Analysis. Applications must demonstrate a location's crash history, using multi-year data, and clearly show how the suggested improvements will address an identified safety issue. FHWA Proven Safety Countermeasures and substantive safety measures are highly encouraged for use on projects.

High Risk Rural Roads (HRRR) Program: The High Risk Rural Roads Program is a competitive program administered by each MPO which addresses safety problems on roadways functionally classified as rural major collectors, rural minor collectors, or rural local roads. This program funds design, right-of-way acquisition, and construction eligible projects on roadways with a crash rate that exceeds the statewide average for their functional class; the location of a project must be on the HRRR screening list, as identified in each MPO region. The application process mimics that of the Local Safety Program.

Some of the countermeasures include high friction surface treatment, reflective pavement markings, and rumble strips. Countermeasures can also be used to improve bicycle and pedestrian safety along rural roads.

For more information about the Local Safety or High Risk Rural Roads programs, including the application and other relevant materials, visit the website of the appropriate MPO using the link below. Additional details such as application requirements such as traffic count data, crash data, etc., and environmental documentation can be found within the application itself. The frequency of the application solicitation can be found on the appropriate MPO website.

www.njtpa.org/lsp.aspx

www.dvrpc.org/transportation/safety/LocalSafetyProgram/

www.sjtpo.org/hsip/

Recreational Trails Program

Eligible activities: Capital Costs, Construction, and Maintenance

The Recreational Trails Program (RTP) is administered by the NJ Department of Environmental Protection annually and funds the development and maintenance of trails, including bicycle paths. Project costs may be funded up to an 80% federal share with a 20% local match.

Information is available at www.state.nj.us/dep/greenacres/trails/grants.html

The NJDEP webpage is updated when new grant opportunities are offered. Interested applicants can request to be added to the Trails Program email distribution list to receive an application package, in addition to any new program guidance, as soon as it becomes available, with requests sent via email to trails@dep.nj.gov.

In previous years, eligible projects include:

- Maintenance and restoration of existing trails



- Development and rehabilitation of trailside and trailhead facilities and trail linkages for trails (e.g., parking, signage, shelters, sanitary facilities)
- Purchase and lease trail construction and maintenance equipment
- Construction of new trails in existing parks or in new right of way
- Acquisition of easement and fee simple title to the property for trails.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

Eligible activities: Planning, Design, Capital Costs, and Construction

This program typically funds large-scale projects that have an impact on the nation, a metropolitan area, or a region. Unlike other federally funded grants, RAISE is administered directly through the USDOT. Eligible applicants for RAISE grants include state, local, and county governments, port authorities, transit agencies, and regional MPOs. In addition to capital costs, RAISE will fund planning projects which include planning, preparation, or design (for example- environmental analysis, feasibility studies, and other pre-construction activities) of eligible surface transportation capital projects.

Information is available at www.transportation.gov/RAISEgrants

With the Bipartisan Infrastructure Law provides an enormous investment in America's transportation network with lots of new grant opportunities. Details on those programs and projects are available on the USDOT website at <https://www.transportation.gov/grants>.

Safe Streets and Roads for All (SS4A) Grant Program

Eligible activities: Planning, Design, Capital Costs, Construction, and Educational Outreach

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program United States' DOT's goal of zero deaths and serious injuries on our nation's roadways. There are two types of SS4A grants: Action Plan Grants and Implementation Grants. Eligible activities include the development or update of a comprehensive safety action plan (Action Plan) or the activities that support an action plan, once completed, including planning, design, development, and construction.

Eligible applicants include:

- Metropolitan planning organizations;
- Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;
- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

Information is available at: <https://www.transportation.gov/grants/SS4A>.

Congestion Mitigation and Air Quality (CMAQ) Program

Eligible activities: Capital costs, Construction, Educational and Encouragement Outreach

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal funding source that funds transportation projects that improve air quality and reduce traffic congestion. The program is administered by the regional MPOs. Bicycle and pedestrian projects with a transportation purpose are good candidates for funding through CMAQ. CMAQ provides funds for a wide range of projects including bikeways, and bike-share programs, among others.

Each MPO has a Local CMAQ Initiatives program that funds local projects that will be developed that will enhance air quality. Visit the appropriate regional MPO using the link below for more information, including the eligibility of specific projects, on the CMAQ program.



[www.njtpa.org/Projects-Programs/Transportation-Management-Associations-\(TMAs\)/CMAQ-Program.aspx](http://www.njtpa.org/Projects-Programs/Transportation-Management-Associations-(TMAs)/CMAQ-Program.aspx)

www.dvrpc.org/cmaq

www.sjtpo.org/cmaq/

Transportation and Community Development Initiative (TCDI) Program (offered by DVRPC only)

Eligible activities: Planning and Design

This program supports Smart Growth initiatives that implement the goals of DVRPC's long-range transportation plan. TCDI supports a wide range of project development initiatives including planning, ordinance design, preliminary engineering, market analysis, feasibility studies, and capacity building that spark public or private investment in smart growth, with bicycle and pedestrian safety and accessibility a key component. South Jersey counties eligible for this source of funding are Mercer, Burlington, Camden, and Gloucester. Visit the DVRPC webpage at www.dvrpc.org/TCDI/ for more information on the TCDI program.

Local Lead Program

Eligible activities: Capital Costs and Construction

This federally funded program is available to all counties as well as Jersey City, Newark, Trenton, Camden, Vineland, and Atlantic City. Eligible recipients shall work with their respective MPOs to seek funding. This program will provide funding for construction. Visit the appropriate MPO link below to find out more about this program for each MPO.

New Jersey Division of Highway Traffic Safety (NJ DHTS) State and Community Highway Safety Grant Project

Eligible activities: Educational and Enforcement Outreach

NJDHTS offers, on an annual basis, federal grant funding to agencies that wish to undertake programs designed to reduce motor vehicle crashes, injuries, and fatalities on the roads of New Jersey. Municipal, county, state government, and law enforcement agencies, as well as non-profit organizations, are encouraged to apply for NJDHTS grant funding to address specific, local traffic safety issues. Bicycle and pedestrian safety is listed as a federal priority area for funding. Applications are available and accepted through the grant management System for Administering Grants Electronically (SAGE).

Information on SAGE can be found at www.njsaferoads.com.

New Jersey Division of Highway Traffic Safety Pedestrian Safety, Enforcement and Education Fund Grant Program

Eligible activities: Educational and Enforcement Outreach

This program provides grants to municipalities and counties to take remedial steps to improve safety at intersections demonstrating pedestrian safety problems. Grant funds may be used for the following initiatives: engineering and design of traffic signs; purchasing and installing of traffic signs; educational or training materials or media campaigns concerning pedestrian safety; compensation for law enforcement officers or authorized crossing guards assigned to an intersection, crosswalk, or other roadways; personnel or contractual services; and other commodities. Grant applications will only be accepted through the grant management system Systems for Administering Grants Electronically (SAGE). Information on SAGE can be found on the internet at www.njsaferoads.com.



Information is available at www.nj.gov/oag/grants/FY2021_PSEEF-Grant-Program_NOAF.pdf
www.nj.gov/oag/hts/grants/index.html

Federal Pedestrian and Bicycle Funding Opportunities Summary:

As supplementary information, attached is the Pedestrian and Bicycle Funding Opportunities table produced by the US Department of Transportation, dated January 21, 2021. The table indicates potential eligibility for pedestrian and bicycle projects under the U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. Several of the programs described above are included in this table.

Information is available at
www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

State Funding Opportunities

State grant programs for bicycle and pedestrian projects in New Jersey are typically offered through and administered by the New Jersey Department of Transportation (NJDOT) and sourced from the state's Transportation Trust Fund (TTF).

County Aid

Eligible activities: Capital Costs and Construction

NJDOT's County Aid Program allocates funding to each county for infrastructure improvements. Counties may choose to use these funds for safety improvements. County Aid is often used for routine roadway resurfacing and re-striping. Incorporating elements such as bike lanes and crosswalk striping into these projects can maximize the effectiveness of this grant with little additional cost.

Information is available at www.state.nj.us/transportation/business/localaid/countyaids.htm

Municipal Aid

Eligible activities: Capital Costs and Construction

NJDOT's Municipal Aid Program is a competitive grant program. Municipalities may choose to apply for projects that include safety improvements. Projects funded by the grant must fall within seven categories, four of which can be used to implement bicycle and pedestrian infrastructure. These categories are pedestrian safety improvements, construction of bikeways, quality of life improvements, and roadway safety.

Information is available at www.state.nj.us/transportation/business/localaid/municipalaid.htm

Safe Streets to Transit

Eligible activities: Capital Costs and Construction

This is a competitive NJDOT grant program that provides funding to counties and municipalities to improve bicycle and pedestrian access to transit facilities and all nodes of public transportation. NJDOT issues a solicitation for applications. Proposed improvements must be within one-half mile of transit facilities.

Information is available at www.state.nj.us/transportation/business/localaid/safe.htm

Bikeways

Eligible activities: Capital Costs and Construction

NJDOT's Bikeway Grant Program provides funds to counties and municipalities to promote bicycling as an alternate mode of transportation in New Jersey. A primary objective of the



Bikeway Grant Program is to support the State's goal of constructing **1,000 new miles** of dedicated bike paths (facilities that are physically separated from motorized vehicular traffic by an open space or barrier either within the highway right of way or within an independent right of way). To establish regionally connected bicycle networks, this program is available to every municipality and county throughout New Jersey. Although priority will be given to the construction of new bike paths, the proposed construction or delineation of any new bicycle facility will be considered.

Information is available at www.state.nj.us/transportation/business/localaid/bikewaysf.shtm

Information available for NJDOT's Bikeway Grant Program:
<https://www.njdotlocalaidrc.com/state-funded-programs/bikeways>

Transit Village

Eligible activities: Capital Costs and Construction

NJDOT's Transit Village Initiative creates incentives for municipalities to redevelop or revitalize the areas around transit stations using design standards of transit-oriented development (TOD). TOD helps municipalities create attractive, vibrant, pedestrian-friendly neighborhoods where people can live, shop, study, work, and play without relying on automobiles.

The designation provides a municipality with the following benefits:

- State of New Jersey's commitment to the municipality's vision for redevelopment;
- Coordination among the state agencies that make up the Transit Village Task Force;
- Priority funding from some state agencies;
- Technical assistance from some state agencies;
- Eligibility for grants from the New Jersey Department of Transportation (NJDOT).

Municipalities must meet the [Transit Village Criteria](#) and complete a [Transit Village Application](#) to be designated a Transit Village.

Information is available at www.state.nj.us/transportation/community/village/

Local Aid Infrastructure Fund

Transit Village

Eligible Activities: Capital Costs and Construction

Municipalities and counties may apply for funding under this program to address emergent needs. Grants are provided at the discretion of the Commissioner.

Information is available at www.state.nj.us/transportation/business/localaid/descrfunding.shtm

More information on each of these programs is available on the NJDOT Local Aid Resource Center website at www.njdotlocalaidrc.com/

Private Funding Opportunities

Private and philanthropic funding sources also provide opportunities to improve bicycle and pedestrian infrastructure and conduct safety educational outreach in New Jersey. A few are listed here, but there are certainly other potential sources of funding from organizations interested in improving the health and safety of New Jersey.

Sustainable Jersey Small Grant Program

Eligible Activities: Capital Costs, Construction, Planning, Educational and Encouragement Outreach



Sustainable Jersey is a statewide certification program for municipalities that want to save money and take steps to sustain their quality of life for the future. Participating local governments voluntarily complete and document actions to earn points toward certification. Sustainable Jersey actions related to bicycle and pedestrian infrastructure include Adopting a Complete Streets Policy; Instituting Complete Streets; Safe Routes to School; Bicycle and Pedestrian Audits; and completing a Bicycle and/or Pedestrian Master Plan. Sustainable Jersey offers small grants ranging from \$2,000 to \$20,000 to provide technical assistance and monetary support for communities completing Sustainable Jersey action items.

For more information visit www.sustainablejersey.com/grants.

Robert Wood Johnson Foundation

Eligible Activities: Planning and Educational Outreach

The Robert Wood Johnson Foundation (RWJF) provides funding to community institutions looking to improve health in their respective focus areas. One of RWJF's focus areas is building healthy communities through supporting initiatives that improve the built environment and social determinants of health. RWJF provides grants for a wide range of activities including planning and demonstration projects, policy analysis, research and evaluations, communication and coalition building, and technical assistance.

For more information visit www.rwjf.org/en/how-we-work/grants-explorer.html.

New Jersey Healthy Communities Network - Community Grants Program

Capital Costs, Construction, Planning, Educational Outreach

The NJ Healthy Communities Network awards micro-grants of \$10,000 per year to New Jersey communities in two-year cycles to implement policies and environmental improvements that support healthy eating and active living. Supported projects are creating a culture of health by increasing food access and opportunities for physical activity in communities, schools, places of worship, early care and education, neighborhoods, and municipalities. The Network also facilitates a statewide community of practice to share best practices, provide networking and professional development opportunities, and encourage collaboration. Within this community of practice, grantees will be connected to people and organizations with shared goals and agendas and be recognized as a leader in building healthy communities.

For more information visit www.njhcn.org.

Technical Support and Programs

Street Smart NJ

Street Smart NJ is a public education, enforcement, and behavioral change pedestrian safety campaign. Since its creation in 2013, more than 190 communities have participated in Street Smart NJ.

Street Smart NJ emphasizes educating drivers and pedestrians through mass media, as well as targeted enforcement. Police officers focus on engaging and educating, rather than simply issuing citations. Street Smart NJ complements but does not replace other state and local efforts to build safer streets and sidewalks, enforce laws and train better roadway users.

The campaign is coordinated by the North Jersey Transportation Planning Authority (NJTPA) and is supported by federal and state funds, with additional funding/in-kind contributions from local partners, including the state's eight Transportation Management Associations. Pre-and post-campaign surveys and observations may be used to measure behavioral change and to make recommendations for improvements.



Communities and organizations everywhere are invited to use the strategies and materials on this website to create their personalized campaigns

Evaluations are periodically conducted to gauge the effectiveness of Street Smart NJ campaigns. Visit the NJTPA webpage at www.beststreetsmartnj.org/home/about-street-smart/#streetsmart for more information on the Street Smart program.

Transportation Management Associations (TMA)

TMA's address mobility issues in the region to reduce the number of vehicles on state and local roadways and improve the quality of life in the region. Services provided include assistance to local governments with bicycle and pedestrian planning projects. TMA's provide a wide variety of services that may include conducting bicycle and pedestrian crash analyses and safety audits, identifying funding sources for bicycle and pedestrian projects, and assisting with the development of bicycle and pedestrian plans. TMA's also assist communities with conducting the Safe Routes to School program and Street Smart NJ campaigns.

Eight TMA's cover all of New Jersey's 21 counties. Information on New Jersey's regional TMA's can be found at <https://www.tmacouncilnj.org/>.

NJDOT Local Aid Resource Center

The Local Aid Resource Center is a centralized source for information and your connection to a team of experts ready to guide municipalities and counties through the grant application process, assist you with project selection or provide guidance for other technical needs. The center will fulfill the vision of Commissioner Gutierrez-Scaccetti to assist the local government community by guiding grant applications and the project delivery process while enhancing collaboration with the common goal of a connected and efficient transportation network.

The Resource Center team is available to assist your community with project planning, project delivery, communications, grant application, guidance through the federal process, and much more. They have created a dedicated hotline to provide prompt responses to questions and concerns. The Resource Center maintains a social media presence for information sharing that promotes your successes and best practices.

For more information visit www.njdotlocalaidrc.com.

Federal Highway Administration (FHWA)

The Federal Highway Administration (FHWA) provides stewardship over the construction, maintenance, and preservation of the Nation's highways, bridges, and tunnels. FHWA also conducts research and assists state and local agencies to improve safety, mobility, and livability and encourage innovation. Among their resources are bicycle and pedestrian planning guidance documents to support the implementation of best practices. Guidance documents address planning, design, regulations, funding, traffic control signage, conducting road safety audits, and more.

Find more information and resources at www.fhwa.dot.gov.

New Jersey DOT Bicycle and Pedestrian Resource Center (NJBPRC)

NJDOT BPRC is a federally funded resource for bicycle and pedestrian information, at the state and local level. It assists public officials, transportation and health professionals, and the public in creating a safer and more accessible walking and bicycling environment. NJBPRC is managed by Rutgers University's Alan M. Voorhees Transportation Center (VTC) and is supported by the NJDOT with funding from FHWA.

Find more information at www.njbikeped.org.



New Jersey Safe Routes to School Resource Center

The New Jersey Safe Routes to School Resource Center is a federally funded resource that assists public officials, transportation and health professionals, and the public at a state and local level in creating a safer and more accessible walking and bicycling environment through research, education, and dissemination of information about best practices in policy and design. Like NJ BPRC, it is managed by VTC and is supported by NJDOT with funding from FHWA.

The New Jersey Safe Routes to School Resource Center works with and coordinates the efforts of the SRTS Regional Coordinators at the state's eight Transportation Management Association (TMAs).

Find more information at www.saferoutesnj.org.

Safety Resource Center

The NJDOT Safety Resource Center (SRC) is a one-stop centralized clearinghouse for transportation safety in New Jersey. The SRC disseminates information and connects multimodal transportation experts, public officials, academia, and public to a variety of industry resources such as safety trainings, technical standards, guidance, plans, research, case studies, best practices, and technical assistance. The SRC's dynamic range of content will be produced and managed by a panel of technical and creative experts versed in accessible communications methods for a variety of audiences.

The SRC also serves as the gateway to multimodal safety programs, funding guidance, reports, and other initiatives throughout the state. A team comprised of public and private safety professionals is available to support local public agencies through the provision of technical guidance and support. This team will also be responsible for leading the implementation of the NJ 2020 Strategic Highway Safety Plan (SHSP); developing the NJ 2025 SHSP and each subsequent SHSP update; and assisting NJDOT with administration of the statewide Highway Safety Improvement Program incorporating Pedestrian Safety Improvement projects and Local Safety/High Risk Rural Roads Program. The SRC will assist with reporting requirements which include but are not limited to Road User Assessments and Annual Safety Reports conducted in collaboration with all safety stakeholders.

SRC will assist and support NJDOT and its regional and local partners with 'Towards Zero Deaths', New Jersey's goal of Zero Fatalities by 2050.

Metropolitan Planning Organizations (MPO)

The entire state of New Jersey is covered by one of three MPOs, which provide access to federal funds. The MPOs often provide support, serving in a technical role to local jurisdictions' already-present decision-making processes. The specific breakdown of each of the three regional MPOs is noted below.

North Jersey Transportation Planning Authority (NJTPA) - www.njtpa.org/Home.aspx

The NJTPA covers the thirteen northern counties of New Jersey: Bergen, Hudson, Passaic, Sussex, Warren, Hunterdon, Morris, Somerset, Essex, Union, Monmouth, Middlesex, and Ocean.

Delaware Valley Regional Planning Commission - www.dvrpc.org/

The DVRPC covers the four New Jersey counties surrounding Philadelphia: Mercer, Burlington, Camden, and Gloucester.



South Jersey Transportation Planning Organization - www.sjtpo.org/

The SJTPO covers the four southern counties in New Jersey: Salem, Atlantic, Cumberland, and Cape May.

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