Chapter 6: Mapping Application and Listings Overview

Mapping Application and Geographic Information Systems (GIS)

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 Due to the dynamic, changing nature of the TIP, static maps would become out of date by the time the final version of the TIP is printed and distributed.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

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

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

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

DVRPC Regional Highway and Transit Programs

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

Within each county grouping, individual FHWA-funded and FTA-funded projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, air quality code, improvement type, DVRPC Planning Center, NJDOT Capital Investment Strategies program category, CMP category, and a variety of other information. To assist in quickly locating projects within the document, each county or transit section begins with an index of projects with page numbers listed. NJDOT and NJ TRANSIT have developed a STIP with a 10-year horizon, looking beyond the federal requirement of a four-year STIP, and that 10-year horizon is reflected in the finance records for all projects. The full New Jersey STIP is available at www.nj.gov/transportation/capital.stip2635.

Note that all projects within the formal First-Four Years (FFY26–FFY29) would be considered funded and able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the state and region developed a 10-year constrained programming horizon for Highway and Transit projects to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the First-Four Years (FFY26–FFY29) also have phases (such as Construction) that may be between LFFY30 and LFFY35. This 10-year constrained programming horizon is illustrated on the project listings within the TIP and STIP documents.

Statewide Program

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

Study and Development Program

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

Codes and Abbreviations Overview

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

Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects in the Long-Range Plan and the TIP. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes. For non-exempt projects, the project's AQ code is identified by the first conformity "analysis year" that follows the project's last year of programmed funds for construction that are expected for authorization (hence, projected year of project opening to the public or completion year): 2026, 2030, 2040, or 2050. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O). If a non-exempt project in the TIP, for example, has the last year of funding programmed for construction in 2027, its AQ code would be 2030M.

The Clean Air Act regulations do not require projects that may be coded as exempt to be included in the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC indicates the specific exempt code in the project descriptions. In cases in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies

category. Table 27 and Table 28 provide a complete list of non-exempt and exempt categories and corresponding AQ codes.

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

Table 27: DVRPC Air Quality Codes for Non-Exempt Project Categories

Non-Exempt Project Category		AQ Code
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	Regionally Significant, non-exempt projects included in the 2026 network and all subsequent analysis years.	2026M
	Regionally Significant, non-exempt projects included in the 2030 network and all subsequent analysis years.	2030M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years.	2040M
	Regionally Significant, non-exempt projects included in the 2050 network and all subsequent analysis years.	2050M
STUDY AND DEVELOPMENT PROJECTS	Project in the Study and Development Program expected to result in an exempt project.	SDX
	Project in the Study and Development Program expected to result in a non-exempt project.	SDN

Source: DVRPC, 2025

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Table 28: DVRPC Air Quality Codes for Exempt Project Categories

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

Source: DVRPC, 2025

Major Regional Project ID

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

TIP Project Status Codes

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

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

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

A project denoted with an SD status indicates that it is not a new project but is in the TIP Highway or Statewide Program and Study and Development Program. Finally, projects indicated as RETURN have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the FFY2026 TIP for New Jersey.

Planning Center Notation

The Greater Philadelphia region consists of 351 townships, boroughs, and cities, each with its own authority over land use decisions. These communities are grouped into four geographic typologies called Planning Areas. These areas help provide basic insights into their characteristics and development trends. The Planning Areas include core cities (such as Philadelphia and Chester in Pennsylvania and Trenton and Camden in New Jersey), developed communities (older boroughs and townships), growing suburbs (experiencing or expected to experience significant growth), and rural areas (focused on preservation and limited development). To streamline long-range planning policies and efforts, DVRPC has identified over 175 Plan Centers, which are areas with significant existing development poised for future growth. These Centers are grouped into categories such as Regional Core, City Center, Town Center, Suburban Center, Village Center, and Transit-Oriented Development (TOD) Opportunity Center, as detailed in the *Update: Connections 2050* Long-Range Plan Process and Analysis Manual Plan. The TIP, serving as one of the implementation tools (and the first two planning periods) of the Long-Range Plan, funds projects that address the varying transportation needs of different Plan Centers. The relevant Plan Center for each TIP project is included with the project listing in the FFY2026 TIP for New Jersey. For a more comprehensive discussion and visualization of Plan Centers, explore the Long-Range Plan at www.dvrpc.org/plan/.

IPD Score

DVRPC uses the IPD methodology to assess compliance with Title VI of the Civil Rights Act. The population groups assessed at the census tract level include Ethnic Minority, Female, Foreign Born, Limited English Proficiency (LEP), Low-Income, Older Adults, Disabled, People of Color, and Youth. The IPD methodology uses ACS data to find the concentration of each of the nine IPD population groups. The TIP uses this information to analyze FFY2026 mappable projects.

The IPD methodology generates a score for each individual indicator and a summary score for all nine indicators in each census tract. The score calculation is determined by standard deviations relative to an indicator's regional average. The data for each of the indicators in the IPD analysis are split into five bins with an associated score: Well Below Average (score of 0); Below Average (score of 1); Average (score of 2); Above Average (score of 3); and Well Above Average (score of 4). A summary score of all nine indicators for each census tract (ranging from 0 to 36) is used to show regional concentrations of populations of interest defined by Title VI. (See Figure 4: in Chapter 3: Title VI and Community Impact Analysis). These summary scores are then organized into five categories—from "Well Below Average" to "Well Above Average"—to allow for regional comparisons and evaluation: Well Below Average (scores from 0 to 11); Below Average (scores from 12 to 15); Average (score of 16 to 19); Above Average (scores from 20 to 23); and Well Above Average (scores from 24 to 36).

CMP Notation

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

National Highway Freight Network

The Delaware Valley is a premier freight transportation gateway and is made up of a multifaceted, interconnected freight network. Projects that have a direct, significant impact on the flow of goods along strategic freight corridors or that would improve NHS connector routes to intermodal facilities are noted as integral to the federally designated NHFN. This system designation is intended to improve the performance of highway portions of the U.S. freight transportation system through strategic use of federal resources. The NHFN has four subsystems: (1) the PHFS; (2) those portions of the Interstate system not part of the PHFS; (3) CRFCs, which DVRPC does not have; and (4) CUFCs. Projects that are in the NHFN and Interstates are eligible for NHFP funding.

Phase of Work Abbreviations

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

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

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

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

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

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

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

FA/LFA (Feasibility Assessment): A phase of work intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs. The end products of scoping are a recommended scheme with a realistic cost estimate; an approved environmental document; reasonable assurance that environmental permits can be obtained; community support, or documentation explaining why such support cannot reasonably be obtained; and identification of right-of-way (ROW) needs and costs. Scoping consists of two phases in NJDOT: Feasibility assessment and final scope development. FA denotes feasibility assessment by NJDOT; LFA denotes local feasibility assessment by a local entity (MPO, county, municipality).

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

NJDOT Preliminary Engineering Phase; LCD denotes preliminary engineering by a local entity (MPO, county, municipality).

PLS (Planning Study): A Planning Study can refer to a traffic study, needs analysis, corridor study, or other work preparatory analysis to support project development.

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

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

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

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

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

Federal Highway Funding Sources Abbreviations

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

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

BUILD (Better Utilizing Investments to Leverage Development) Transportation Discretionary Grant Program: This USDOT competitive, discretionary grant program was previously known as RAISE (Rebuilding American Infrastructure with Sustainability and Equity), and Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants See www.transportation.gov/BUILDgrants for more details.

CMAQ (Congestion Mitigation and Air Quality Improvement Program): This federal-aid funding category was established under the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) to provide funding for projects that improve air quality and/or relieve congestion without adding new highway capacity.

These funds are especially targeted for states, like New Jersey, with serious air quality problems to help meet their Clean Air Act obligations.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STBGP-OS-BRDG (**Surface Transportation Block Grant Program for Off-System Bridges):** This federal-aid funding category provides funds for the rehabilitation or replacement of bridges that are off the federal-aid system.

STBGP-PHILA (Surface Transportation Block Grant Program for the Philadelphia Urban Area with a population of 200,000 or more): This funding category provides STBGP funds for the “Philadelphia, PA-NJ-DE-MD'' Urban Area, which makes up most of the DVRPC Local Program.

STBGP-TRENTON (**Surface Transportation Block Grant Program for the Trenton Urban Area with a population of 200,000 or more): STBGP-Trenton provides** STBGP funds for the “Trenton, NJ” Urban Area, which makes up a smaller part of the DVRPC Local Program.

STP-TE (Surface Transportation Block Grant Program-Transportation Enhancement): STP-TE provides funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of

historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers. STP-TE was incorporated into TAP in MAP-21. Funds may be flexed from the Highway Program via FHWA to the Transit Program.

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

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

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

State Highway Funding Sources Abbreviations

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

STATE-DVRPC: This category provides STATE funding from the TTF for use by DVRPC for locally sponsored projects. Various levels of STATE funds were appropriated by the New Jersey State Legislature between FFY14 and FFY18 because of the MPO exchange of program funds with NJ TRANSIT and NJDOT. In the current DVRPC TIP, two digits associated with this fund code indicate the year that STATE-DVRPC funds were appropriated by the state legislature (e.g., 18-STATE-DVRPC denotes STATE-DVRPC funds that were appropriated in FFY18). See Appendix E for detailed information. In this document, STATE-DVRPC funds that expect encumbrance ("obligation" for state funds) in FFY2026 or beyond are not counted in the program summary as they were previously appropriated by the state legislature.

Federal Transit Funding Sources Abbreviations

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

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

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

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

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

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

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

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

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

State Transit Funding Sources

CASINO REVENUE: Each year, 8.5 percent from the Casino Revenue Fund is appropriated specifically for transportation services for senior citizen and disabled residents.

Other Funding and Phase Abbreviations

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

DRPA: Delaware River Port Authority funds.

LOCAL, LOCAL-DVRPC, MATCH: Funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

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

TBD: To be determined.

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