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DRAFT

Highlights of the FFY2026 Transportation Improvement Program for New Jersey (TIP)

Federal Fiscal Years 2026-2029

State of New Jersey

Burlington County, Camden County, Gloucester County,
Mercer County, City of Camden, City of Trenton





The Delaware Valley Regional Planning

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

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CHAPTER 1:

General Overview

The Draft DVRPC FFY2026 Transportation Improvement Program (TIP) for New Jersey (FFY26–FFY29) is available for public review and feedback as of July 18, 2025. This document aims to briefly describe the highlights of the region’s TIP, the agreed-upon list of specific multimodal transportation improvement priorities for the region. The TIP lists all projects that either intend to use federal funds or are regionally significant, whether or not they use federal funds. The list is multimodal; in addition to highway and public transit projects, it also includes bicycle, pedestrian, and freight-related projects. The TIP is required by federal law. This program enables the selection and prioritization of transportation infrastructure investments in the DVRPC region.

The TIP covers the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC prepares a major update to the New Jersey TIP every other year to coincide with the update of the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT) fiscally constrained 10-year Statewide TIP (STIP) and releases a draft program for a review and comment period prior to recommending it for adoption by the DVRPC Board.

It is important to note that there are different federal funding sources and eligibility requirements for projects overseen by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). FTA-funded projects focus on improvements to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. FHWA-funded projects improve highway and other road facilities, and also include bicycle and pedestrian projects, bridge repairs and replacements, projects to enhance access to public transportation or freight movements, and more. To emphasize the multimodal nature of these projects, this document will refer to them as “FHWA-funded” and will refer to transit projects as “FTA-funded.” While there are projects listed in this document that are partially or entirely state-funded, for the sake of simplicity, this document will also refer to those projects as FHWA-funded or FTA-funded based on the classification of the state funding source as either “highway” or “transit” by NJDOT.

This year, the public comment period for the Draft DVRPC TIP, which also serves as the Draft STIP’s public comment period, begins on July 18, 2025, and will close at 5:00 PM (Local Time) on August 20, 2025. Further details regarding the review and comment process are located at the end of this document. You can review the Draft TIP and Draft STIP documents online at www.dvrpc.org/TIP/Draft or at DVRPC’s office located at 190 North Independence Mall West, 8th Floor, Philadelphia, PA, 19106. NJDOT and NJ TRANSIT’s Draft STIP is also available online at www.state.nj.us/transportation/capital. A printed copy of the Draft TIP is also available at the public libraries listed in Table 6 of this document.

What is the TIP?

The TIP is the agreed-upon list of priority transportation projects in the DVRPC-NJ region. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, currently the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL). The projects cover all modes of transportation; in addition to roadway and transit projects, the TIP includes bicycle, pedestrian, and freight-related projects.

The TIP shows estimated costs and schedules by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Inclusion of a project phase in the TIP means that it is expected to be implemented during the TIP time period.

The TIP covers a four-year period by regulation, follows the federal FY schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal fiscal years (FFY) of programming. DVRPC TIP documents for both Pennsylvania and New Jersey demonstrate a longer planning

and programming horizon (12 years for Pennsylvania; 10 years for New Jersey) in order to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered “Later Fiscal Year” (LFY) funding and per regulation is not technically available or able to be committed or authorized. The TIP operates on a FFY schedule that begins on October 1, of a given year and ends on September 30, of the following year. The Pennsylvania and New Jersey TIPs are updated every other year, in alternate years.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. To add projects to the TIP, others must be deferred, or additional funding to the region must be identified. As a result, the TIP is not a wish list; competition between projects for funding on the TIP clearly exists. The Financial Guidance used to develop each of the programs is included as Appendix B in the main Draft TIP document publication number 26002A.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase-of-work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as Appendix D in the main Draft TIP document publication number 26002A.

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

The TIP is not a final schedule of project implementation. The timeframe shown in the TIP is the best estimate at the time of TIP development, which ranges from nine to 12 months prior to the beginning of the first FFY of the TIP period. Projects sometimes cannot maintain that schedule and are reprogrammed to later years.

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

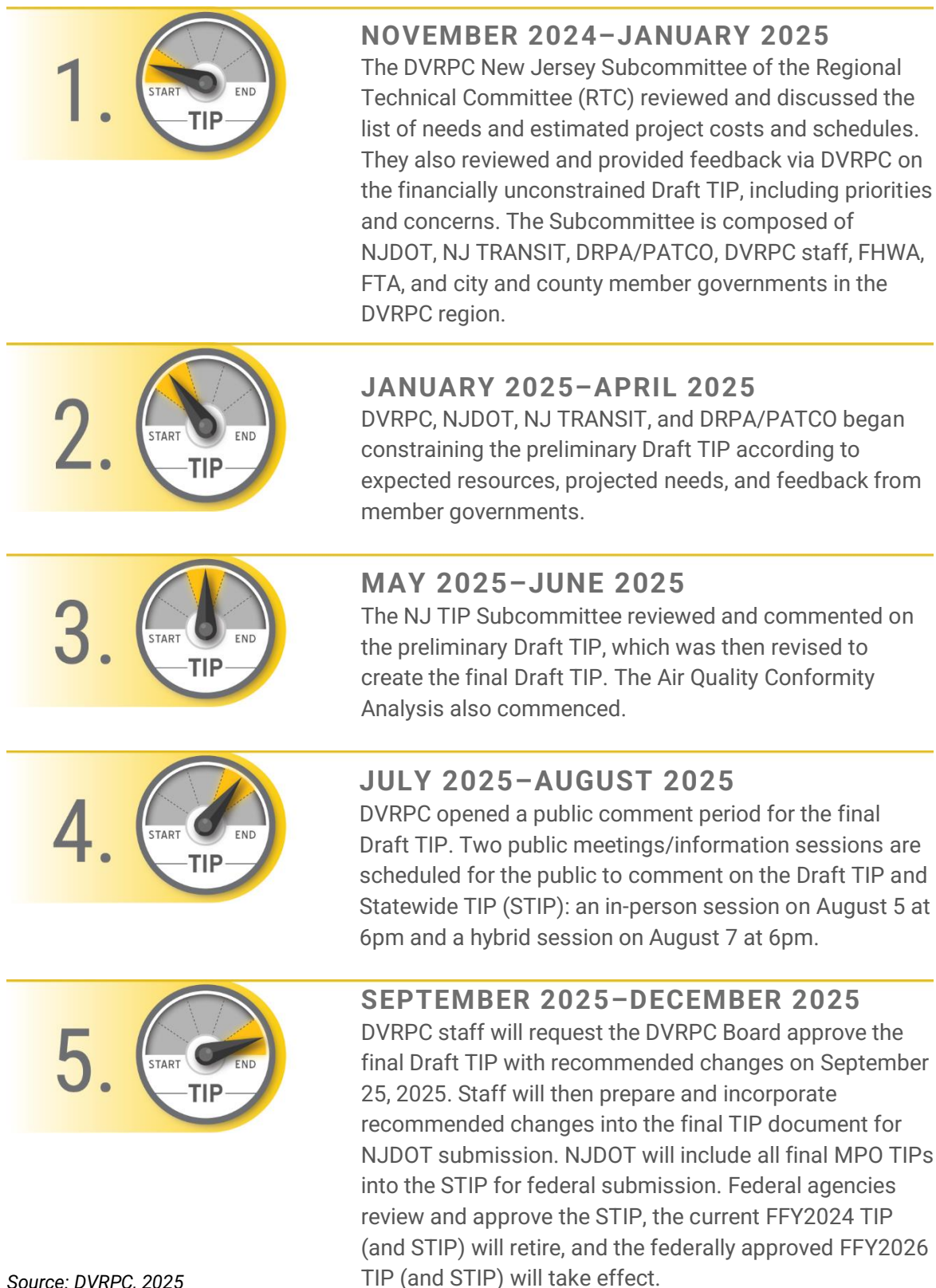
What is the Timeline to Develop the TIP?

TIP development (or update) typically begins approximately 10 months prior to adoption and involves intensive staff work and negotiations by the DVRPC NJ TIP Subcommittee. As portrayed in Figure 1, the TIP update process commenced between the end of 2024 and early 2025 with the review of costs and schedules of current FFY2024 TIP projects, projects that anticipate to “graduate” from Concept Development, and a review of new project candidates to be added to the TIP should there be financial capacity. By spring of 2025, the result was a constrained, preliminary draft program (“preliminary Draft TIP”) based on reasonable, anticipated revenue projections over the next 10 years (FFY26–FFY35), performance-based planning and programming metrics, Title VI analyses of the “pool” of all project requests for the Draft TIP, and feedback from the NJ TIP Subcommittee. Negotiations continued into late spring of 2025 to address as many issues as possible in the Highway, Transit, and Study and Development programs, including the Draft Statewide Program, and to arrive at a final list of projects for the Draft TIP (“final Draft TIP”) that could be evaluated for impacts on air quality conformity.

DVRPC has opened a 30+ day public comment period, in which the two draft documents, the Draft DVRPC FFY2026 TIP and the Draft NJDOT and NJ TRANSIT STIP, are shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff will request the DVRPC Board to adopt the Draft TIP (with a List of Recommended Changes after the public comment period) on September 25 2025. After the DVRPC Board adopts the TIP with recommended changes, DVRPC will submit the document to NJDOT for approval and inclusion in the STIP, which NJDOT will then

submit to federal partners (e.g., FHWA, FTA) for review and approval. When the federal partners approve the FFY2026 STIP, the FFY2026 TIP and STIP will become effective and replace the FFY2024 TIP and STIP for New Jersey.

Figure 1: Development Timeline of the Draft DVRPC FFY2026 TIP for New Jersey



Source: DVRPC, 2025

CHAPTER 2:

Program Summaries

The Draft DVRPC FFY2026 TIP for New Jersey contains 155 projects in the region to advance over the First-Four Years (FFY26 - FFY29): 98 FHWA-funded projects in the DVRPC regional Highway Program and 57 FTA-funded projects (37 NJ TRANSIT and 20 DRPA/PATCO) in the DVRPC regional Transit Program. The programmed amount for these projects over the next four years totals \$2.299 billion, which averages almost \$575 million per year. Programmed funds include almost \$1.299 billion for FHWA-funded projects and nearly \$1 billion for FTA-funded projects for NJ TRANSIT (about \$886 million) and DRPA/PATCO (\$114 million) transit systems, as Table 1 and Figure 2 show. Table 2 provides a breakdown of various state and federal funding sources and their distributions, including local matches.

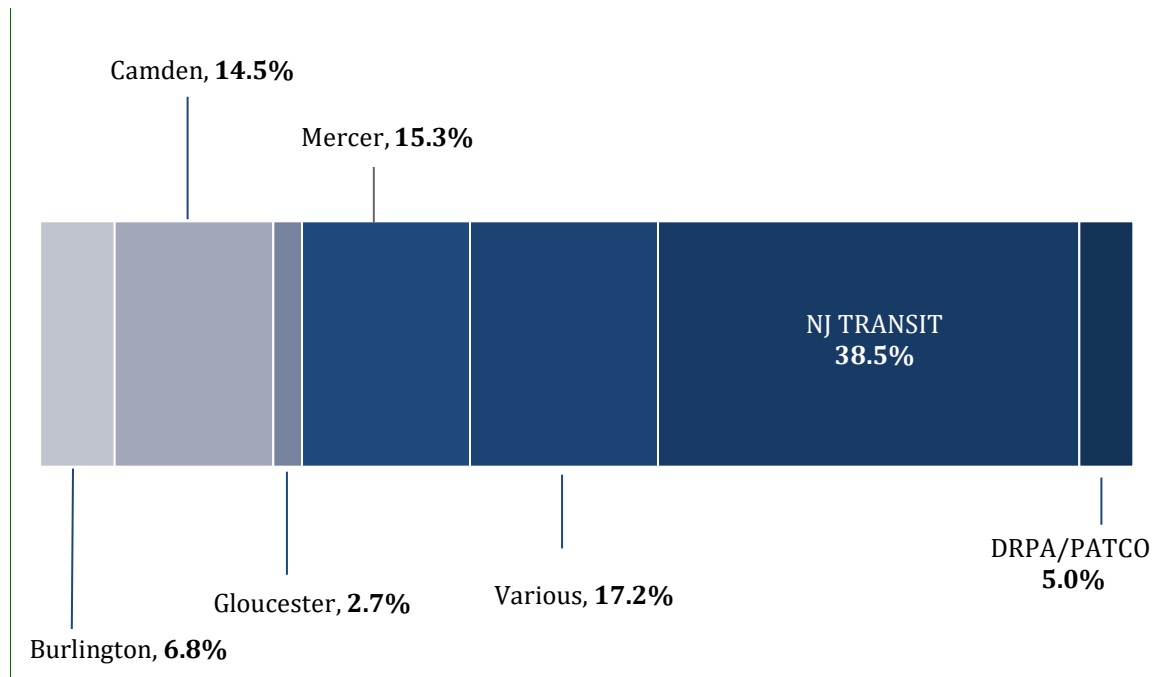
For information purposes only, the TIP document also includes the New Jersey Statewide Program worth about \$5.3 billion over the First-Four Years (FFY26-FFY29), which contains 108 NJDOT-managed statewide highway programs and projects for the State of New Jersey.

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

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

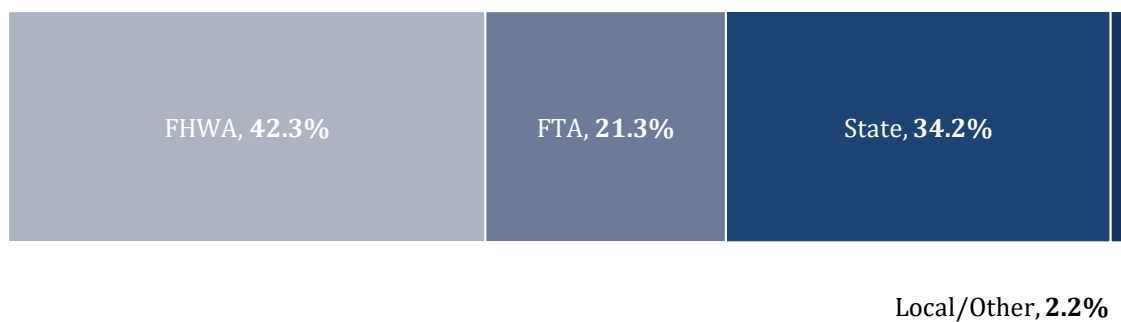
Source: DVRPC, 2025

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



Source: DVRPC, 2025

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



Source: DVRPC, 2025

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

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

Source: DVRPC, 2025

Table 2 (cont.): Programmed Cost by Fund Code (in Millions)

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

Source: DVRPC, 2025

CHAPTER 3:

Abbreviations

Source of Funding Abbreviations

Federal Highway Administration (FHWA) Funding Sources

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

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

BUILD (Better Utilizing Investments to Leverage Development) Transportation Discretionary Grant Program: This U.S. DOT competitive, discretionary grant program was previously known as RAISE , and Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants See <https://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 (Carb on 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 supportive strategies.

FBP (FHWA Ferry Boat Program): Federal funds that are allocated for the 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.

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 non-profit organizations for a variety of trail projects. The NJ Department of Environmental Protection, Division of Parks and Forestry, administers the program.

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

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

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 Administration (FTA) Funding Sources

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% from the Casino Revenue Fund is appropriated specifically for transportation services for senior citizen and disabled residents.

Other Sources of Funding 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.

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.

CHAPTER 4:

Mapping Application and Listings Overview

Mapping Application and Geographic Information Systems (GIS)

This Draft TIP does not contain printed static maps in the document, except those in Appendix F: Title VI and Community Analytics. 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 Draft TIP Web Map Search Tool found at <http://www.dvrpc.org/TIP/Draft> as the primary mapping function to show the location of mappable projects for Highway and Transit projects.

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

In addition to Draft 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 Draft 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

Tables 3 and 4 display project listings including 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.

Note that all projects within the formal First-Four Years of the TIP period (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 in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. To view more information about a project, visit www.dvrpc.org/tip/nj, or use the TIP Web Map Search Tool.

Statewide Program (Highway)

Following this document's lists of highway and transit projects in the DVRPC region is Table 5 showing highway line items in the Statewide Program. These Statewide line items are primarily highway programs managed by NJDOT on a statewide basis that are not specific to any MPO region but would benefit all or that provide direct support to NJDOT.

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-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. 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.

Roadmap of a TIP Project Listing

Figure 4 shows a standard TIP report for a sample project to guide you when reviewing a project in the TIP. The "roadmap" provides explanations about various information items that are associated with a project.

DVRPC Draft FFY2026 TIP for New Jersey | Project Listings

Table 3: Highway Program by DB #

BURLINGTON COUNTY

DB #	PROJECT TITLE	DB #	PROJECT TITLE
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	D0302	Burlington County Roadway Safety Improvements
12346	Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Road	D1510	Burlington County Bus Purchase
12380	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	D1601	New Jersey Regional Signal Retiming Initiative
13319	Rt 73, Dutch Road to Rt 70	D2018	Bridge No. C4.13 over Parkers Creek on Centeron Road
15321	Route 70, Bridge over Mount Misery Brook	D2201	CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement
15324	Washington Turnpike, Bridge over West Branch of Wading River	D2202	CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement
15385	Route 38, Nixon Drive to Route 295 Bridge	D2207	Rancocas Creek Greenway, Laurel Run Park (Circuit)
16335	Route 206, Bridge over Springers Brook	D2402	Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and Trail Linkages
18378	Route 130 SB, Bridge over Assiscunk Creek	D2502	ATMS Expansion & Upgrade Project ^{NEW}
21311	Route 295 and Route 38 Interchange Operational Improvements ^{NEW}	D2503	Taunton Lake Road (CR 544) Widening ^{NEW}
23373	Route 130, Pennypacker Drive to Park Avenue/Salem Road		

CAMDEN COUNTY

DB #	PROJECT TITLE	DB #	PROJECT TITLE
11326A	Route 76, Bridges over Route 130	D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)
15396	Route 168, Route 42 to CR 544 (Evesham Road)	D2020	New or Upgraded Traffic Signal Systems at Intersections, Phase 1
16319	Route 30, Gibbsboro Road (CR 686)	D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2
16340	Route 130, Bridge over Main Branch of Newton Creek	D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3
16342	Route 73 and Ramp G, Bridge over Route 130	D2203	CR 551 (Broadway) Elevation, Little Timber Creek to Route 130
18313	Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)	D2204	Erial Road and College Drive Intersection
19607B	Route 38, Route 70 to Route 73, ATS C#1	D2213	Burnt Mill Road (CR 670) and White Horse Road (CR 673)
24368	Route 30, Grove Street to CR 536S (Taunton Road)	D2215	Gateway to Downtown Collingswood (TOP)
355D	Route 295/42/I-76, Direct Connection, Contract 3	D2403	Camden County LINK Trail
355E	Route 295/42/I-76, Direct Connection, Contract 4	D2404	Camden White Horse Bridge/PATCO

Table 3: Highway Program by DB #**CAMDEN COUNTY**

DB #	DB #	DB #	DB #
D0410	Camden County Roadway Safety Improvements	D2501	Chews Landing Road (CR-683) Roadway Improvements ^{NEW}
D0601	Camden County Bus Purchase		

GLOUCESTER COUNTY

DB #	PROJECT TITLE	DB #	PROJECT TITLE
12305	Route 47, Grove St. to Route 130, Pavement	D0401	Gloucester County Roadway Safety Improvements
14348	Route 45, Bridge over Woodbury Creek	D1203	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail
15302	Route 41 and Deptford Center Road	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)
18386	Route 44, Barker Avenue to Billingsport Road/Swedesboro (CR 653)	D2500	Intersection Improvements to Paulsboro Road (CR 653) and Repaupo Station Road/Asbury Station Road (CR 684) ^{NEW-LG}
23388	Route 42, Route 322/CR 536 (Sicklerville Road) to CR 555 (Tuckahoe Road/Stagecoach Road)	D2504	Intersection Improvements to Clayton Road (CR610) and Franklinville Road/Corkery Lane (CR 612) ^{NEW}
24369	Route 44, Delaware Street (CR 640) to NJ 44 SB Ramp from I-295	D2505	Bridgeton Pike (SR 45) and Berkley Road Mantua Boulevard (CR 632) Intersection Improvements ^{NEW}
25380	Route 42 and Atlantic City Expressway (ACE) Widening ^{NEW}	D9807	Gloucester County Bus Purchase

MERCER COUNTY

DB #	PROJECT TITLE	DB #	PROJECT TITLE
15312	Centre Street, Bridge over Amtrak	23603	Route 295, Route 38 to Independence Avenue
15317	Route 64, Bridge over Amtrak	24360	Route 27, Route 206 to Snowden Lane/Riverside Drive West
16336	Route 1B, Bridge over Shabakunk Creek	24385	Route 1, Route 29 to Perry Street
16339	Route 130, Bridge over Millstone River	25381	Johnson Trolley Pedestrian Bridge ^{NEW}
17412	North Olden Avenue (CR 622), Bridge over Amtrak	99334	Duck Island Landfill, Site Remediation
17419	Route 1, Alexander Road to Mapleton Road	99362	Trenton Amtrak Bridges
18305	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	D1011	Mercer County Bus Purchase
18350	Clarksville Road (CR 638), Bridge over Amtrak	D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
18353	Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Avenue
19606	Route 29, Route 295 to Sullivan Way, ATS C#1	D2023	Circulation Improvements Around Trenton Transit Center
23372	Route 33, Deerwood Drive to Perrineville Road/Prodelin Way (CR 625)	L064	Route 206, South Broad Street Bridge over Assunpink Creek

Table 3: Highway Program by DB #**VARIOUS COUNTIES**

DB #	PROJECT TITLE	DB #	PROJECT TITLE
01300	Transportation Systems Management and Operations (TSMO)	D2005	Regional Transportation Demand Management (TDM) Program
03304	Bridge Deck/Superstructure Replacement Program	D2305	DVRPC Carbon Reduction Program
04314	Local Safety/ High Risk Rural Roads Program	X065	Local CMAQ Initiatives
06326	Local Concept Development Support	X100A	Local Bridges, DVRPC
10347	Local Aid Consultant Services	X107	Transportation Alternatives Program
11383	Transportation Management Associations	X30A	Metropolitan Planning
20605	Route 295, Essex Avenue to CR 537 (Marne Highway)	X35A1	Rail-Highway Grade Crossing Program, Federal
D0204	Transportation and Community Development Initiative (TCDI) DVRPC	X41C1	Local County Aid, DVRPC
D026	DVRPC, Future Projects	X51	Pavement Preservation
D0407	Ozone Action Program in New Jersey	X98C1	Local Municipal Aid, DVRPC
D2004	Transportation Operations		

Source: DVRPC, 2025

Table 4: Transit Program by DB #**NJ TRANSIT**

DB #	PROJECT TITLE	DB #	PROJECT TITLE
T05	Bridge and Tunnel Rehabilitation	T37	Rail Support Facilities and Equipment
T06	Bus Passenger Facilities/Park and Ride	T39	Preventive Maintenance-Rail
T08	Bus Support Facilities and Equipment	T42	Track Program
T106	Private Carrier Equipment Program	T43	High Speed Track Program
T111	Bus Acquisition Program	T44	NEC Improvements
T112	Rail Rolling Stock Procurement	T50	Signals and Communications/Electric Traction Systems
T120	Small/Special Services Program	T500	Technology Improvements
T121	Physical Plant	T508	Security Improvements
T122	Miscellaneous	T509	Safety Improvement Program
T13	Claims Support	T515	Casino Revenue Fund
T135	Preventive Maintenance-Bus	T53E	Locomotive Overhaul
T143	ADA--Platforms/Stations	T53G	Rail Fleet Overhaul
T150	Section 5310 Program	T55	Other Rail Station/Terminal Improvements

Table 4: Transit Program by DB #**NJ TRANSIT**

DB #	PROJECT TITLE	DB #	PROJECT TITLE
T151	Section 5311 Program	T68	Capital Program Implementation
T16	Environmental Compliance	T88	Study and Development
T20	Immediate Action Program	T95	Light Rail Infrastructure Improvements
T210	Transit Enhancements/Transportation Alternatives Program (TAP)/Alternatives Transit Improvements (ATI)	T902	Rail Station Resiliency
T2401	Light Rail Infrastructure Systems and Maintenance ^{NEW}	T903	Rail Infrastructure Resiliency
T300	Transit Rail Initiatives		

DRPA/PATCO

DB #	PROJECT TITLE	DB #	PROJECT TITLE
D1305	Pedestrian Bridge and Tunnel Rehabilitation	DR2201	Walt Whitman Bridge NJ Corridor Resurfacing
D1911	PATCO Track Resurfacing & Rail Profile Grinding	DR2202	DRPA Systemwide Crash Cushion Attenuating Replacement
D1912	Rehabilitation of PATCO Bridges	DR2203	PATCO Fare Collection Equipment Upgrades
DR008	Electrical Cable Replacement	DR2301	Replacement of Track Ties
DR034	Preventive Maintenance	DR2302	Embankment Restoration, Drainage Improvement & Retaining Walls Rehabilitation
DR036	Transit Enhancements	DR2303	PATCO Lindenwold Shop
DR15001A	Track Drainage Improvements-Cuthbert & Osage	DR2304	PATCO Substation Improvements
DR1501	PATCO Interlocking & Track Rehabilitation	DR2305	PATCO Traction Power
DR1802	Subway Structures Renovation	DR2306	PATCO Signal System
DR1803	PATCO Station Platform Rehabilitation	DR2307	PATCO Rail Replacement
DR2006	PATCO Stations Modernizations	DR2308	PATCO Retaining Wall & Embankment Restoration
DR2007	PATCO Viaduct Preservation Project		

Source: DVRPC, 2025

Table 5: Statewide Program by DB #**MERCER COUNTY**

DB #	PROJECT TITLE	DB #	PROJECT TITLE
15322	Delaware & Raritan Canal Bridges		

VARIOUS COUNTIES (NOT SPECIFIC TO ANY MPO REGION)

DB #	PROJECT TITLE	DB #	PROJECT TITLE
00377	Ferry Program	14404	Bridge Maintenance and Repair, Movable Bridges
01309	Maritime Transportation System	15343	Intelligent Traffic Signal Systems
01316	Transit Village Program	17341	Bridge Inspection Program, Minor Bridges
01335	Betterments, Dams	17353	Stormwater Asset Management
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	17357	Bridge Maintenance Fender Replacement
03304	Bridge Deck/Superstructure Replacement Program	17358	Bridge Maintenance Scour Countermeasures
03309	Environmental Project Support	17360	Emergency Management and Transportation Security Support
04324	Electrical Load Center Replacement, Statewide	17390	Local Freight Impact Fund
05304	Construction Program IT System (TRNS.PORT)	19315	Aeronautics UAS Program
05340	Right of Way Full-Service Consultant Term Agreements	19332	Vegetation Safety Management Program
05342	Design, Geotechnical Engineering Tasks	19370	Safety Programs
06402	Safe Streets to Transit Program	19600	Smart and Connect Corridors Program
07332	Minority and Women Workforce Training Set-Aside	22319	Sign Structure Replacement Contract 2021-2
08381	Bridge Replacement, Future Projects	22352	Carbon Reduction Program
08387	Local Bridges, Future Needs	22353	PROTECT
08415	Airport Improvement Program	22355	CMAQ Initiatives, Statewide
09316	Culvert Replacement Program	23313	Specified Safety Program
09388	Highway Safety Improvement Program Planning	23314	ITS Safety Program
10344	Project Development: Concept Development and Preliminary Engineering	23315	Tunnel Inspection, NTIS
11344	ADA Curb Ramp Implementation	97008	High-Mast Light Poles
13304	Intelligent Transportation System Resource Center	98315	Bridge Emergency Repair
13305	Job Order Contracting Infrastructure Repairs, Statewide	98316	Bridge Scour Countermeasures
13306	Mobility and Systems Engineering Program	99327A	Resurfacing, Federal
13307	Salt Storage Facilities - Statewide	99358	Safe Routes to School Program
13308	Statewide Traffic Operations and Support Program	99358B	Safe Routes to School program, non-infrastructure
13323	Bridge Preventive Maintenance	99372	Orphan Bridge Reconstruction
14300	Title VI and Nondiscrimination Supporting Activities	99409	Recreational Trails Program

Table 5: Statewide Program by DB #**VARIOUS COUNTIES (NOT SPECIFIC TO ANY MPO REGION) (CONTINUED)**

DB #	PROJECT TITLE	DB #	PROJECT TITLE
X03A	Restriping Program & Line Reflectivity Management System	X186	Local Aid, Infrastructure Fund
X03E	Resurfacing Program	X186B	Local Aid, State Transportation Infrastructure Bank
X07A	Bridge Inspection	X197	Disadvantaged Business Enterprise
X07F	Bridge and Structure Inspection, Miscellaneous	X199	Youth Employment and TRAC Programs
X10	Program Implementation Costs, NJDOT	X200C	New Jersey Scenic Byways Program
X107	Transportation Alternatives Program	X201	Guiderail Upgrade
X10A	Staff Augmentation	X233	Motor Vehicle Crash Record Processing
X11	Unanticipated Design, Right of Way and Construction Expenses, State	X239	Sign Structure Inspection Program
X12	Acquisition of Right of Way	X239A	Sign Structure Rehabilitation/Replacement Program
X126	Transportation Research Technology	X241	Electrical Facilities
X135	Pre-Apprenticeship Training Program for Minorities and Women	X244	Training and Employee Development
X137	Legal Costs for Right of Way Condemnation	X2500	Information Technology Support
X140	Planning and Research, State	X28B	Park and Ride/Transportation Demand Management Program
X142	DBE Supportive Services Program	X29	Physical Plant
X144	Regional Action Program	X30	Planning and Research, Federal-Aid
X15	Equipment (Vehicles, Construction, Safety)	X34	New Jersey Rail Freight Assistance Program
X150	State Police Enforcement and Safety Services	X35A	Rail-Highway Grade Crossing Program, State
X151	Interstate Service Facilities	X39	Signs Program, Statewide
X152	Rockfall Mitigation	X47	Traffic Signal Replacement
X154	Drainage Rehabilitation and Maintenance, State	X51	Pavement Preservation
X154D	Drainage Rehabilitation & Improvements	X66	Traffic Monitoring Systems
X15A	Equipment, Snow and Ice Removal	X70	Bridge Management System
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal	X72B	Betterments, Roadway Preservation
X180	Construction Inspection	X72C	Betterments, Safety
X182	Utility Reconnaissance and Relocation	X75	Environmental Investigations
X185	Bicycle & Pedestrian Facilities/Accommodations	X98Z	Local Municipal Aid, Urban Aid

Source: DVRPC, 2025

Figure 4: Roadmap of a Sample Project Listing in the TIP

Highway Program

02 County

03 DB#

06 AQCODE:

Project Title

Project description in greater detail.

04 MRPID: ____

05 NEW

07 CMP: _____

Municipalities: _____

09 CIS Program Subcategory: _____

10 Project Manager: Last, First Name

Mileposts: 00.00 - 00.00

Improvement Type: _____

07 Adding Subcorr(s): _____

08 Planning Center: _____

09 CIS Program Category: _____

11 IPD: _____

Sponsor: _____

12 Local Project: _____ Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)				
		20__	20__	20__	20__	20__	20__	20__	20__	20__
13 Phase _____ _____ _____	14 Fund _____ _____ _____		00.000	00.000	00.000					
			00.000	00.000	00.000		00.000			
			000.000	000.000	000.000		000.000			
		Total First Four Years: 000.000				Total Later Fiscal Years: 000.000				

Source: DVRPC, 2025

01. Version (draft, addendum or final)
02. County where project is located
03. State Department of Transportation (NJDOT) project ID number
04. Indicates that project is identified as a Major Regional Project (MRP) in the DVRPC Long-Range Plan
05. Status code assigned by DVRPC to help establish the origin of the project. In this example, "New" indicates that this project is programmed in the Draft TIP for the very first time
06. Air Quality Code (page #)
07. Congestion Management Process Category (CMP) codes & Subcorridor(s)
08. Community types that correspond to DVRPC long-range planning policies
09. NJDOT Capital Investment Strategy (CIS)/Asset Program notation demonstrates one of the NJDOT investment categories and subcategories
10. Project Manager Assigned by NJDOT
11. Highest Indicators of Potential Disadvantage (IPD) for Title VI and Community Impact Analysis
12. "Y" indicates the project is mapped online and that the project is in the DVRPC Local (Highway) Program
13. Anticipated Project Phase
14. Fund type for each phase; note that "*" following a fund type indicates conversion funds for advanced construction phases
15. Funds are in \$ Millions

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CHAPTER 5:

Learn More and Share Your Ideas!

The public comment period for DVRPC's Draft FFY20246TIP for New Jersey opened on July 18, 2025, and ends on August 20, 2025, at 5:00 PM (Local Time). Since the TIP is dynamic, DVRPC welcomes opinions, suggestions, ideas, or questions on projects contained in the TIP, the TIP development process, TIP Actions, or other topics of concern after the public comment period is closed. The public also has the opportunity to review and comment on TIP Actions that are frequently presented at DVRPC Board meetings, for example.

During the public comment period, DVRPC encourages the public to review and provide comments about the Draft DVRPC TIP and the Draft STIP for NJDOT and NJ TRANSIT and specific projects to state, county, transit, and DVRPC staff. Both documents are available on the DVRPC website at www.dvrpc.org/TIP/Draft. For those without internet access, draft documents are available at DVRPC's office in the American College of Physicians Building in downtown Philadelphia, or they can request the DVRPC Office of Communications and Engagement to mail the draft documents to them by emailing public_affairs@dvrpc.org or calling (215) 592-1800. Printed Draft TIP documents are also available at certain public libraries across the region that are listed in Table 6. The Draft STIP is also available at www.state.nj.us/transportation/capital

You can also submit comments in writing by email to tip@dvrpc.org, or by mail, Attention: TIP Comments, Office of Communications and Engagement, Delaware Valley Regional Planning Commission, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106-1520. Comments received via mail must be postmarked by August 20, 2025. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-238-2929 or public_affairs@dvrpc.org. DVRPC invites interested members of the public to attend either or both an in-person meeting or the hybrid (in-person/online) public meeting. These meetings are held on different dates, providing two opportunities to learn about the Draft TIP and Draft STIP and to submit any written comment about these draft documents. The meetings will be held on the following dates and times:

IN PERSON

Tuesday, August 5, 2025, from 6:00 PM–7:30 PM:

Located at: Gloucester County Library - Mullica Hill Branch
389 Wolfert Station Rd | Mullica Hill, NJ 08062
Register at <https://forms.gle/yXTHQmMjf9csCA8y9>

HYBRID

Thursday, August 7, 2025, at 6:00 PM–7:30 PM:

Registration for in-person and online attendees: https://dvrpc.zoom.us/webinar/register/WN_79k-Zd45SZW6AfAkVEDGiw
In-person location: DVRPC Main Conference Room
190 N Independence Mall W, 8th Floor
Philadelphia, PA 19106
Directions: www.dvrpc.org/directions/

Table 6: Libraries Displaying the Draft TIP

BURLINGTON COUNTY		
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	Moorestown Library 111 West Second Street Moorestown, NJ 08057	Burlington County Library Bordentown Branch 18 East Union Street Bordentown, NJ 08505
CAMDEN COUNTY		
Camden County Library M. Allan Vogelston Regional Branch 203 Laurel Road Voorhees, NJ 08043	Camden County Library Gloucester Twp.-Blackwood Rotary Branch 15 South Blackhorse Pike Blackwood, NJ 08012	Camden County Library Nilsa I. Cruz-Peres Downtown Branch – on the Rutgers-Camden Campus 300 North 5th Street Camden, NJ 08102
Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033	Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034	Camden County Library Riletta L. Cream Ferry Avenue Branch 852 Ferry Avenue Camden, NJ 08104
GLOUCESTER COUNTY		
Monroe Township Public Library 713 Marsha Avenue Williamstown, NJ 08094	Gloucester County Library System – Mullica Hill 389 Wolfert Station Road Mullica Hill, NJ 08062	Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096
Margaret E. Heggan Free Public Library 606 Delsea Drive Sewell, NJ 08080	Margaret Dombrosky Swedesboro Public Library 1442 King Highway Swedesboro, NJ 08085	Glassboro Public Library 101 Rowan Boulevard Glassboro, NJ 08028
Greenwich Public Library 411 Swedesboro Road Bibbstown, NJ 08027	Logan Township Library 498 Beckett Road Swedesboro, NJ 08085	Newfield Public Library 115 Catawba Avenue Newfield, NJ 08344
MERCER COUNTY		
Mercer County Library Lawrence Branch 2751 Brunswick Pike, U.S. Route 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638	
PHILADELPHIA, PENNSYLVANIA		
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped of Philadelphia 919 Walnut Street Philadelphia, PA 19107	

Source: DVRPC, 2025

Publication Title: **Highlights of the Draft DVRPC FFY2026 Transportation Improvement Program (TIP) for New Jersey (FFY26-FFY29)**

Date Published: July 2025

Publication Number: 26004A

Geographic Area Covered: DVRPC New Jersey Region (Burlington, Camden, Gloucester, and Mercer Counties)

Abstract: The Highlights for the Draft DVRPC FFY2026 Transportation Improvement Program (TIP) for New Jersey briefly describes the region's TIP, a federally required, multi-modal, four-year constrained program of planned transportation infrastructure investments. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight-related projects in DVRPC's New Jersey region that will seek federal funding in federal fiscal years (FFY) 2026 to 2029. The Draft Highlights document includes a financial summary of funding by county and by operator, as well as a section on how, when, and where the public can provide comments on the Draft DVRPC FFY2026 TIP for New Jersey.

Keywords: Air Quality, Bipartisan Infrastructure Law, BIL, Bridge Off System, BUILD, CMAQ, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Management Process, Construction, DRPA/PATCO, FAST Act, FASTLANE, Federal Transit Administration, Federally Funded Projects, Final Design, Fixing America's Surface Transportation Act, Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies, FTA, Goods Movement, Highways, Highway Safety Improvement Program, HSIP, Infrastructure Capital, Infrastructure Investment and Jobs Act, IIJA, MAP-21, Moving Ahead for Progress in the 21st Century, National Highway Freight Network, National Highway Freight Program, National Highway Performance Program, New Jersey Department of Transportation, NHFN, NHFP, NHPP, NJ TRANSIT, Performance-Based Planning and Programming, Performance Measures, Preliminary Engineering, Public Involvement, Railway-Highway Grade Crossing, Right-of-Way, Safe Routes to School, SAFETEA-LU, STBGP, STP, Surface Transportation Program, Surface Transportation Block Grant Program, Targets, TASA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives Set-A-Side Program, Transportation Improvement Program, Transportation Performance Management

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