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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

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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 Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Draft Federal Fiscal Year (FFY) 2026 Transportation Improvement Program (TIP) for New Jersey (FFY26–FFY29). DVRPC and its member governments have worked diligently to prepare a program of projects that responds to the needs of the region and complies with federal and state policies. The TIP is the regionally agreed-upon list of priority transportation projects and shows at least four federal FYs of programming as required by federal law. This document, referred to as the Draft DVRPC FFY2026 TIP for New Jersey, includes cost, phase, and schedule information for transportation projects in each of the federal fiscal years FFY26–29 for Burlington, Camden, Gloucester, and Mercer counties. The Draft TIP meets the federal requirements of being financially constrained to a level of funding that is expected to be available to the region over the next decade, per Financial Tables provided by the New Jersey Department of Transportation (NJDOT). See Appendix B: Financial Tables Used in Developing the Program, Including the Statewide TIP (STIP) Introduction for further details on this guidance.

The Draft DVRPC FFY2026 TIP for New Jersey contains 155 projects to advance over the First-Four Years (FFY26–FY29): 98 FHWA-funded projects in the DVRPC regional Highway Program and 57 FTA-funded projects (37 by NJ TRANSIT and 20 by the 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 $1.471 billion FHWA-funded projects and nearly $1 billion for FTA-funded projects for NJ TRANSIT (about $886 million) and DRPA/PATCO ($114 million) transit systems. For information purposes only, the TIP lists 108 NJDOT-managed statewide highway programs for the State of New Jersey that are worth $5.3 billion (primarily state-funded) over the first four years.

It is important to note that there are different federal funding sources and eligibility requirements for projects overseen by FHWA and FTA. FTA-funded projects focus on improvements to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. While FHWA-funded projects include highway and other road improvements, they 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. To remain consistent with guidance from NJDOT, FHWA, and FTA, the Program Listings chapter of this document will continue to refer to “Highway” and “Transit” projects.

TIP Highlights

Projects listed in the Draft TIP are intended to align with and advance the vision and goals of the Draft *Update: Connections 2050* Long-Range Plan for Greater Philadelphia, and to help achieve FHWA and FTA Transportation Performance Management (TPM) performance measure targets. New projects are rigorously evaluated with a data-informed decision-making tool.

The TIP and Federal Requirements

The Draft TIP is a requirement of federal transportation legislation, which is currently the Infrastructure Investment and Jobs Act (IIJA), or Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL). The IIJA/BIL was signed into law on November 15, 2021, and is set to expire on September 30, 2026. It provides funding for investment in infrastructure over federal fiscal years 2022 to 2026. Prior to the IIJA/BIL, the TIP was a requirement of legislation under the Fixing America’s Surface Transportation (FAST) Act, or Public Law 114-

94. The IIJA/BIL built on the initiatives established in previous legislation: the FAST Act; Moving Ahead for Progress in the 21st Century Act (MAP-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, advanced technologies, and operational improvements like Transportation Systems Management and Operations.

What This Document Includes

The complete Draft TIP document has been divided into multiple sections. Included is a general overview of the TIP and the TIP development process, which is intended to clarify what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The document also contains various summaries of the New Jersey programs; a description of the TIP public involvement process, including issues relating to Title VI compliance; an explanation of the mapping application and project listings; and codes and abbreviations included in the document. This reference information is followed by the project listings, and finally, the Major Project Status Report.

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

Accessing the TIP via Various Technologies

The Internet

The TIP is found on the DVRPC website, where it is possible to search for the Draft FFY2026 TIP for New Jersey, as well as previous TIPs, from the DVRPC homepage or the TIP website. The website includes an interactive method for displaying maps and project listings. During the public comment period for the Draft TIP there will also be a way to submit comments on projects or the program. Using Google Maps as a base, projects can be located using either street grid or aerial views. To access the DVRPC TIP website, go to www.dvrpc.org/TIP.

QR Code

DVRPC has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using a smartphone. Smartphone users with a QR Reader Application can open the application, point the camera at the QR Code symbol, and the smartphone will open the DVRPC TIP web page. The DVRPC TIP QR Code symbol is shown here. Scan the QR code with a smartphone for up-to-date information on DVRPC's TIP, or visit www.dvrpc.org/TIP.

DVRPC Office and Public Libraries

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

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 IIJA/BIL. The projects cover all modes of transportation; in addition to FHWA-funded and FTA-funded 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 FYs 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 federal FY 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 this document.

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 this document.

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

The TIP is not a final schedule of project implementation. The 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.

Regional Consensus

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

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

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

Although all projects included in the TIP must be consistent with the Plan, projects that add capacity for single-occupant vehicles (SOV) must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process (CMP), which attempts to meet increasing travel demand through non-capacity-adding strategies, where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's latest Plan, Draft *Update:* Connections 2050 *Long-Range Plan for Greater* Philadelphia, into a short-term program of improvements. For further information about the policies and strategies of the currently adopted Plan, visit www.dvrpc.org/Plan.

How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs, and projects conform to the purpose of State Implementation Plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan, as determined by an emissions analysis. Long-Range Plan projects in the Draft DVRPC FFY2026 TIP for New Jersey are a subset of the regionally significant projects contained in the Long-Range Plan. The TIP and the Plan are tested for conformity and must meet all requirements, including the critical test that volatile organic compounds (VOCs), oxides of nitrogen (NOx), carbon monoxide (CO), and fine particulate matter (PM2.5) emissions are less than any applicable budgets or baseline established for all analysis years. An Executive Summary of the Draft Documentation of the Conformity Finding is included as Appendix C in this document. A complete description of the conformity procedures can be found on DVRPC's website, www.dvrpc.org/AirQuality/Conformity.

How is the TIP Funded?

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

Who Are the Players?

Various agencies directly participate in the TIP development process. They include DVRPC member governments, operating agencies, and state and federal agencies comprising the "New Jersey Subcommittee of the Regional Technical Committee (RTC)," commonly referred to as the "New Jersey TIP Subcommittee." The

subcommittee consists of representatives from NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, and representatives of DVRPC city and county member governments. Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process, in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

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 (FY26–FY35), 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) in September of 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.

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

1.

NOVEMBER 2024–JANUARY 2025

The DVRPC New Jersey Subcommittee of the Regional Technical Committee (RTC) reviewed and discussed the list of needs and estimated project costs and schedules. They also reviewed and provided feedback via DVRPC on the financially unconstrained Draft TIP, including priorities and concerns. The Subcommittee is composed of NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, FTA, and city and county member governments in the DVRPC region.

2.

JANUARY 2025–APRIL 2025

DVRPC, NJDOT, NJ TRANSIT, and DRPA/PATCO began constraining the preliminary Draft TIP according to expected resources, projected needs, and feedback from member governments.

3.

MAY 2025–JUNE 2025

The NJ TIP Subcommittee reviewed and commented on the preliminary Draft TIP, which was then revised to create the final Draft TIP. The Air Quality Conformity Analysis also commenced.

4.

JULY 2025–AUGUST 2025

DVRPC opened a public comment period for the final Draft TIP. Two public meetings/information sessions are scheduled for the public to comment on the Draft TIP and Statewide TIP (STIP): an in-person session on July 31 at 6pm and an online session on August 10 at 7pm.

5.

SEPTEMBER 2025–DECEMBER 2025

DVRPC staff will request the DVRPC Board approve the final Draft TIP with recommended changes on September 25, 2025. Staff will then prepare and incorporate recommended changes into the final TIP document for NJDOT submission. NJDOT will include all final MPO TIPs into the STIP for federal submission. Federal agencies review and approve the STIP, the current FFY2024 TIP (and STIP) will retire, and the federally approved FFY2026 TIP (and STIP) will take effect.

Source: DVRPC, 2025

How Does a Project Get on the TIP?

Many TIP projects originate from asset management systems that help states and regions meet federal performance measure targets by identifying priority projects for advancement. Some are identified through state or regional competitive programs, or projects may come from discretionary additional funds to the region. Securing funding on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precede a project's inclusion on the TIP. Although there are several ways for a project to get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs, analyses, previous studies, and resident complaints and inquiries. Since only DVRPC member agencies may formally submit candidate TIP projects as part of the major TIP "Update" period, the local proposals are, in turn, reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state levels in much the same way.

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

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

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

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

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

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

Why Is Municipal and Interest Group Involvement Important?

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

How Can the Public Participate?

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

DVRPC provides various opportunities for the public to review its planning and programming activities. Representatives from the private sector, social service entities, environmental organizations, partnering agencies, and residents are encouraged to comment on DVRPC's policies and plans. To this end, an online commenting feature is available for Board action items or any other general questions or concerns. DVRPC's website provides a wide array of information and interactive mapping. Materials are available as hardcopies at DVRPC's office, as well as at various libraries throughout the region. Project-specific open houses and listening sessions are held to inform the public and gather input.

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

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

Chapter 2: Program Summaries

The Draft DVRPC FFY2026 TIP for New Jersey contains 155 projects to advance over the First-Four Years (FFY26 - FFY29) in the region: 98 FHWA-funded projects in the DVRPC regional Highway Program and 57 FTA-funded projects (37 by NJ TRANSIT and 20 by the 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.

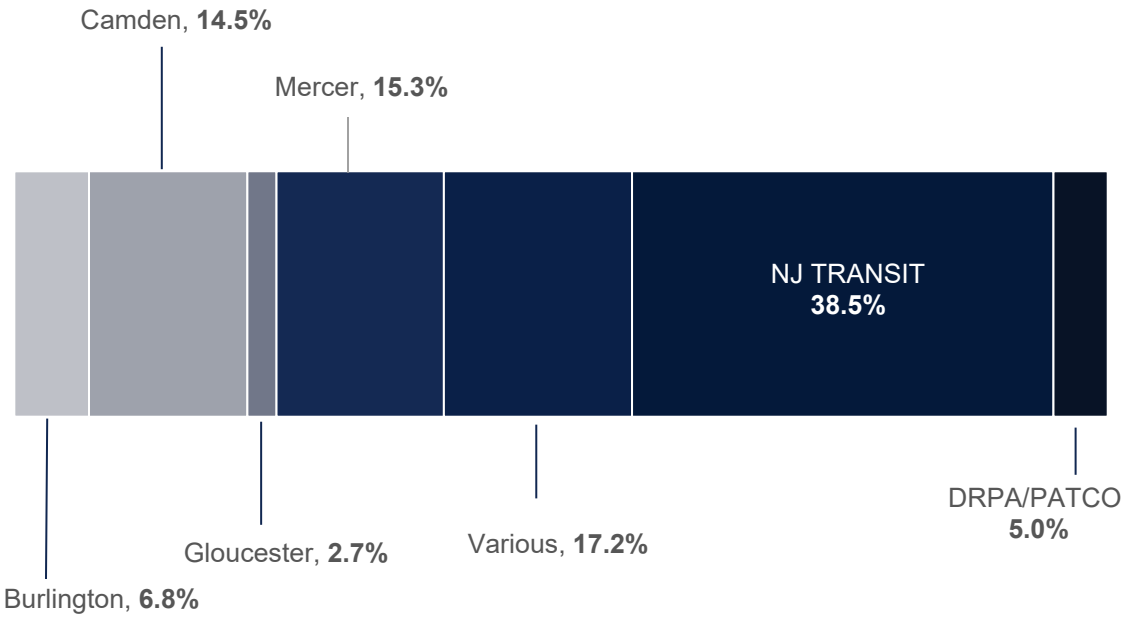
For information purposes only, the TIP document also includes the New Jersey Statewide Program worth about $5.3 billion over the First-Four Years (FFY26-FFY29), which contains 108 NJDOT-managed statewide highway programs and projects for the State of New Jersey.

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**

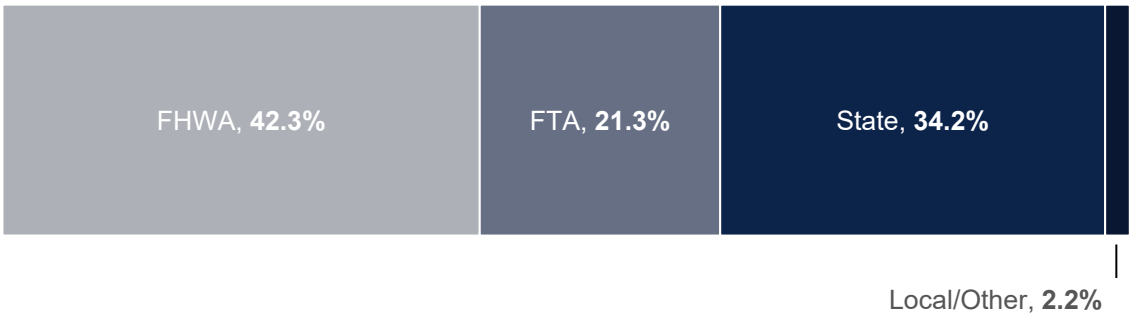
Source: DVRPC, 2025

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-YEARS (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**

Table 2 (Continued): 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-YEARS (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

Funding to the Region

The IIJA/BIL is the current federal transportation legislation. The $1.2 trillion IIJA/BIL reauthorized the nation's surface transportation and drinking water and wastewater legislation, including an additional $550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and other infrastructure systems, approximately half of which goes to the U.S. Department of Transportation for FFY22–FFY26. The IIJA/BIL also includes changes to legacy programs, including expanded eligibility and changes to some policy requirements, and establishes several new formula-funded and competitive grant programs. This law expires on September 30, 2026.

The IIJA/BIL includes a five-year, $351 billion authorization of highway and bridge programs nationally and $91 billion for transit programs, and $110 billion in new spending from the General Fund for highway and bridges, primarily for a special bridge investment program (BRIP) and several discretionary programs.

IIJA/BIL includes $118 billion to ensure the solvency of the Highway Trust Fund and authorizes several new Highway Trust Fund formula programs. There is also a new program for bridges (BOF) that reserves 15 percent of program funds for bridges not on the federal-aid system and makes locally owned bridges that are not on the federal-aid system eligible for a 100 percent federal share.

Financial Constraint

Toward the beginning of each TIP update, NJDOT develops estimated resources for use by DVRPC and the other MPOs. The resource estimates establish Highway and Transit funding levels that may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each MPO region must develop its TIP within the anticipated funding levels, thus maintaining the "fiscal constraint" of the TIP. The NJDOT Financial Tables in Appendix B: Financial Tables Used in Developing the Program, including the STIP Introduction, describe how each of the various federal and state varieties of funds are distributed to the regions. It should be noted that actual levels of federal and state transit funding are determined annually through the state and federal budget development and appropriations processes, and as a result, the amounts applied to projects during a given year will vary (generally lower) from what is shown in the TIP. Since the TIP has been developed according to reasonable resource estimates, it meets the federal requirement of being financially constrained and allows projects in the region to seek federal authorization.

The New Jersey TIP makes information available for project costs beyond the formal four-year constrained period (FFY26–FFY29). Project phases appear in Later Fiscal Years (LFYs) (FFY30-FFY35),because it may take several years before the phase can advance due either to the technical effort that needs to be completed or to the continued funding constraints on the region. In any case, project costs shown in the TIP in LFYs do not technically have available or committed funding and cannot be federally authorized since they fall outside the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain commitment level to those projects by the region, the Draft DVRPC FFY2026 TIP for New Jersey does show a financially constrained 10-year program from FFY26 to FFY35 by using reasonable assumptions of funding levels that are currently available.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis showing that the agency is capable of maintaining its existing operations, as well as taking on the new capital projects and new services. NJ TRANSIT prepares a Transit Financial Capacity Analysis and submits it to FTA when required for specific projects. Additionally, NJ TRANSIT is subject to annual financial and single audits conducted by Deloitte, attesting to the financial position of the corporation; the integrity of its internal controls; and its compliance with applicable grant provisions, laws, and regulations.

NJ TRANSIT also certifies its financial capacity each year when it submits FTA's Certification and Assurances in the Transit Award Management System. FTA periodically conducts Triennial or State Management Reviews, which include an FTA-directed review of NJ TRANSIT's compliance in different areas, including its financial practices. The last FTA State Management Review occurred in 2022 for NJ TRANSIT. See Appendix B for FTA's 2019 NJ TRANSIT's Triennial Report and the State Management Review Report letter provided from the FTA to NJ TRANSIT for further details. DRPA/PATCO's Triennial Report and Review were underway at the time of this TIP's development.

Project Selection and Evaluation Process

Overview

In the DVRPC region, the TIP project selection process is consensus-based and includes a universal project evaluation analysis that incorporates performance-based measures for evaluating new projects. DVRPC's data-informed project evaluation tool helps ensure that transportation investments in the TIP align with the vision and goals of the DVRPC region's long-range plan,, and helps achieve FHWA and FTA Transportation Performance Management targets and related safety, asset management, and Congestion Mitigation and Air Quality (CMAQ) performance plans. TIP program development occurs through a TIP Subcommittee composed of regional stakeholders and is determined mostly by schedule and cost of existing projects in the FHWA-funded and FTA-funded Programs, among other important considerations that are ultimately constrained by the level of funding available over a 10-year programming horizon (FFY26–FFY35) in New Jersey. Projects listed in the FFY2026 Draft NJ TIP that were not included in previous TIPs are considered "new" and are listed below.

Application for New TIP Projects

Near the beginning of the FFY2026 Draft NJ TIP Update in November 2024, DVRPC developed an improved online application process that streamlined the solicitation of new projects. The online application also made it possible to screen and evaluate candidate projects more efficiently. A total of ten candidate projects were submitted and evaluated.

NEW PROJECTS APPEARING ON THE TIP FOR THE FIRST TIME ("NEW") | PROJECT DB

Italicized projects listed are NJDOT sponsored projects.

Burlington County (Highway Program)

1. DB #D2502 ATMS Expansion & Upgrade Project
2. DB #D2503 Taunton Lake Road (CR 544) Widening

Camden County (Highway Program)

3. DB #D2501 Chews Landing Road (CR-683) Roadway Improvements

Gloucester County (Highway Program)

4. *DB #25380 Widening of the Atlantic City Expressway (ACE) and Route 42*
5. DB #D2504 Intersection Improvements to Clayton Road (CR610) and Franklinville Road/Corkery Lane (CR 612)
6. DB #D2505 Bridgeton Pike (SR 45) and Berkley Road Mantua Boulevard (CR 632) Intersection Improvements

Mercer County (Highway Program)

7. *DB #25381 Johnson Trolley Pedestrian Bridge*

NJ TRANSIT

8. DB #T2401 Light Rail Infrastructure Systems and Maintenance
9. DB #T902 Rail Station Resiliency
10. DB #T903 Rail Infrastructure Resiliency

Statewide

11. *DB #99358B Safe Routes to School Program, Non-Infrastructure*

PROJECTS THAT HAVE GRADUATED FROM THE STUDY AND DEVELOPMENT PROGRAM (THE "PRE-TIP" STAGE) AND APPEAR ON THE TIP FOR THE FIRST TIME ("NEW-G"/"NEW-LG") | PROJECT DB # | PRIMARY PROJECT CATEGORY

Italicized projects listed are NJDOT sponsored "NEW-G."

Gloucester County

1. Intersection Improvements to Paulsboro Road (CR 653) and Repaupo Station Road/Asbury Station Road (CR 684) (DB #D2500)

"NEW-G" indicates that the NJDOT sponsored project has graduated from the Study and Development Program and is now a new project programmed in the Highway Program. "NEW-LG" indicates that this is a new project to the TIP because it has "graduated" from DVRPC's Local Concept Development Program and advanced to the DVRPC Local Highway Program. Due to continued funding constraints and overwhelming needs that far exceed the region's resources, local project candidates will continue to be identified for the local Concept Development process before they can be programmed for construction in the TIP in order to address potential issues that could arise and that may impact their overall schedule.

Program development occurs through a TIP subcommittee composed of regional stakeholders and is determined mostly by schedule and cost of existing projects in the Highway and Transit Programs, among other important considerations, that are ultimately constrained by the level of funding available over a 10-year programming horizon (FFY26–FFY35). Project managers and stakeholder subcommittee members have updated all project costs and schedules. DVRPC convened a series of subcommittee meetings with NJDOT, NJ TRANSIT, DRPA/PATCO staff, and city and county partners to review projects; identify the highest priorities, costs, and schedules; and to vet concerns and negotiate final programming. In addition, state "asset management" type projects that ranked very high within NJDOT's statewide management systems for bridges, pavement projects, and drainage improvements are included as new projects. New and existing projects are consistent with and have been drawn from DVRPC's Long-Range Plan.

Only new project candidates for the TIP were evaluated based upon criteria consistent with supporting federal performance measures and the vision laid out in the Long-Range Plan. These are universal benefit evaluation criteria that can be used to evaluate Highway and Transit projects in both Pennsylvania and New Jersey counties of the DVRPC region. For specific, large-scale, major regional Long-Range Plan projects, or those using special fund categories, more specific project evaluation criteria will continue to be used. Also, it is important to note that the project evaluation criteria analysis is only one of many considerations in ultimate project selection. Local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, existing investment opportunities, and project type variety are all factors that play into consensus-based TIP project selection. Transit agencies will screen transit projects internally before submitting them for more evaluation.

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The Long-Range Plan and Investing in the Region's Planning Centers

DVRPC's long-range plan serves as a guide for the future growth and development of the region. A new long-range plan, Update: Connections 2050, is in development concurrently with the FFY2026 TIP for New Jersey and will be taken to the DVRPC Board for adoption in September 2025. The Greater Philadelphia region is a mosaic of 351 townships, boroughs, and cities, each making its own land use decisions. Development Intensity Zones (DIZ) are used throughout the DVRPC's nine-county region and adjacent areas to support long-range planning, investment decisions, and regional analysis. The DIZ geography is a block group-based assessment of existing development, largely formed from two analysis dimensions—density and proximity. Zones are classified from least to greatest development intensity, as follows:

- 0: Protected - Water and preserved open space
- 1: Lowest - Rural areas
- 2: Low - Rural areas proximate to areas with more intense development, and rural areas with encroaching development
- 3: Medium-Low - Areas of low to medium development intensity comprised of suburban corridors and edges, and rural nodes
- 4: Medium-High - Moderate development intensity found in rural hubs, inner ring suburbs, and urbanizing areas
- 5: High - Areas with high development intensity found in cities, boroughs, and regional hubs
- 6: Highest - The regional core

Additionally, the Draft *Update: Connections 2050,* to be adopted by the DVRPC Board in September 2025, identifies over 175 Plan Centers. These areas serve as focal points in the regional landscape, reinforce a sense of community for local residents, and are appropriate for future development. This Long-Range Plan uses Plan Centers to guide regional growth and development by linking transportation and land use. Centers are appropriate locations for increasing development intensity through mixed-use and infill development. Development in Centers supports multi-modal transportation investments, leading to shorter trip lengths and access via transit, walking, and biking. There are six categories of Centers — Regional Core, City Center, Town Center, Suburban Center, Village Center, and Transit-Oriented Development (TOD) Opportunity Center. 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. A more complete discussion and illustration of Plan Centers is found in the Draft Update: Connections 2050 Long-Range Plan on the DVRPC website at https://www.dvrpc.org/plan/draft.

Congestion Management Process (CMP)

The CMP is a systematic and ongoing process that considers a variety of traffic data to identify the most congested locations. This information, along with other analyses, informs recommendations for operational, travel demand, and multimodal strategies to improve the flow of people and goods on the regional transportation network, minimize costs, enhance safety, expand travel options, and promote consistency with the Plan and TIP. The CMP uses performance-based and other CMP Objective Measures to tie analysis to Plan goals and identify and prioritize congested locations.

CMP Objective Measures include increasing mobility and reliability, integrating modes and providing transit accessibility where it is most needed, modernizing and maintaining the transportation network, achieving Vision Zero, providing for goods movement, maintaining and enhancing transportation security and emergency preparedness, and supporting other Plan goals, such as investing in mixed-use centers, offering shorter commute options, prioritizing investments in less sensitive environmental areas, and mitigating and avoiding impacts on people in historically underinvested communities.

For DVRPC, priority CMP congested locations include the Most Congested Focus Roadway Corridor Facilities, Most Congested Focus Intersection Bottlenecks, and Priority Congested Corridor and Subcorridor Areas. Other CMP congested locations are identified in Focus Roadway Corridor Facilities, Focus Intersection and Limited Access Roadway Bottlenecks, Corridor and Subcorridor areas, and Bus Transit Route Facilities. The CMP analyzes potential causes of congestion, establishes multimodal and other Non-Single-Occupant Vehicle (non-SOV) strategies to mitigate congestion. It also evaluates the effectiveness of implemented strategies, using the results to inform future strategy recommendations. These strategies include, but are not limited to, Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) such as coordinating traffic signals and ramp metering; Transportation Demand Management approaches like carpool/vanpool programs; transit improvements like constructing passenger intermodal centers or expanding parking lots; and bicycling and walking improvements like new connections to existing trails. The CMP requires alternatives to building new SOV road capacity to be explored first. If alternative strategies cannot alleviate congestion enough as shown through the alternatives analysis, and capacity-adding is deemed appropriate, the CMP outlines a process that requires the development of supplemental strategies and commitments that are agreed on by project sponsors to get the most long-term value from the investment. The CMP advances the goals of the DVRPC Plan and strengthens the connection between the Plan and the TIP. In coordination with other management systems, the CMP serves the following purposes:

- It provides information for the TIP update to help identify the most appropriate congested corridor facilities, bottlenecks, and subcorridor areas for investment, given limited available funding.
- It provides a range of operational, travel demand, and multimodal strategies to improve mobility and reliability, reduce travel demand, and get the most value from an investment.
- It provides a process to develop supplemental strategy commitments, if capacity-adding is deemed appropriate.
- It helps with reviewing and prioritizing regional corridor studies and development proposals, and selecting DVRPC corridor study locations.
- It supports competitive grant programs such as the Congestion Mitigation and Air Quality (CMAQ) grant program.
- It supports implementation of National Performance Management System Performance Measures (known as PM3 Measures) by measuring performance to set targets to achieve quantifiable goals to improve mobility, reliability, accessibility, and connectivity on the National Highway System and multimodal transportation network.

The CMP evaluates all new TIP projects proposed for federal funding. Where Major SOV capacity is consistent with Plan and CMP goals and objectives, the CMP includes a required table of supplemental strategy commitments with the aim to improve mobility and reliability, reduce travel demand, and get the most value from investment. Project managers are encouraged to contact DVRPC early in the project scoping and/or conceptual design planning phases to check whether project alternatives analysis is consistent with the CMP. This is in line with CMP regulations that require alternatives to new SOV road capacity be explored first to manage congestion.

The CMP project category of “Major SOV Capacity-Adding” refers to projects that add roadway capacity in a way that affects regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. This CMP category designation considers, although it is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects. Being categorized as Major SOV Capacity-Adding makes a project eligible for additional support from the CMP staff to help tailor congestion mitigation strategies to the conditions of the project area and to obtain the most long-term value from the investment, while weighing regional priorities and funding constraints.

The CMP completes its cycle by evaluating the effectiveness of transportation improvements and then starts updating the analysis again on an approximately four-year cycle to be completed before the start of the next update of the Plan. Before-and-After project evaluation can improve MPO and stakeholder understanding of project effectiveness, and MPOs will work with DOTs and other planning partners to make this an operational process. Further information about the CMP is available on DVRPC's website at www.dvrpc.org/CongestionManagement/.

Goods Movement and Economic Development

DVRPC proactively seeks to fulfill the federal requirement to include freight as a primary planning factor through its long-range transportation planning, TIP development, and the conduct of technical studies. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers and to maintain the region as an international Freight Center.

At the forefront of DVRPC's freight-planning program is the Delaware Valley Goods Movement Task Force. This broad-based freight advisory committee provides a forum for the freight community, from both the private and public sectors, to interject its unique perspectives on regional plans and specific projects by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy.

The FAST Act created the National Highway Freight Program (NHFP), which has been continued under the IIJA/BIL. The program is funded through FFY2026 at an average of $1.4 billion per year, which is distributed to the states by formula. Each state receives NHFP funds in proportion to the amount of funds a state receives compared to other states under all formula-apportioned programs. For example, if a state receives five percent of federal-aid formula funding, the state will receive five percent of the NHFP funding. The IIJA/BIL increased the percentage of program funds that may be used for eligible multimodal projects from 10 percent to 30 percent. To use NHFP funding, states must have a State Freight Plan that provides a comprehensive strategy for the immediate and long-range planning activities and investments by the state with respect to freight.

Also continued under the IIJA/BIL, the FAST Act directed the FHWA administrator to establish a National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under MAP-21, to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following four subsystems of roadways:

- Primary Highway Freight System (PHFS): This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable national data. The initial network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads nationally. There are 381.72 miles of PHFS routes in the state of New Jersey. These numbers may change as the FHWA is required to re-designate the PHFS every five years to reflect changes in freight flows, including emerging freight corridors and critical commerce corridors.

- Other Interstate portions not on the PHFS: These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amounted to approximately 9,709 centerline miles of Interstate, nationwide, and approximately 65.07 miles in New Jersey.

- Critical Rural Freight Corridors (CRFCs): These are public roads not in an Urban Area, to be designated by the states, that provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

- Critical Urban Freight Corridors (CUFCs): These are public roads in Urban Areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The INFRA discretionary grant program, established in 2017 under the FAST Act, continues to award competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. With the passing of the IIJA/BIL in 2021, the INFRA program was updated to include new eligibilities for marine highway corridors functionally connected to NHFN and highway, bridge, or freight projects on the NHFN. In FFY2025-2026, the INFRA program awarded about $2.577 billion to help rebuild, repair, and revitalize infrastructure. Visit https://www.transportation.gov/grants/infra-grant-program for further information about the new INFRA program.

Statewide, NJDOT has a state-funded grant program, the Local Freight Impact Fund (LFIF), to assist counties and local municipalities with the mitigation of impacts on the local transportation system associated with the state's freight industry. Eligible projects include pavement preservation, truck safety and mobility, bridge preservation, and new construction in support of freight travel on municipal or county transportation infrastructure. Visit NJDOT's LFIF web page for the list of awards and more details at https://njdotlocalaidrc.com/state-funded-programs/local-freight-impact-fund.

The Delaware Valley contains an intricate freight transportation network consisting of highways, rail lines, ports, airports, and pipelines. There are also many related support facilities, such as warehouses, manufacturing sites, rail yards, and truck stops. To support its freight planning activities, DVRPC offers a web-based freight mapping and data platform for the Delaware Valley, PhillyFreightFinder, that can be found at www.dvrpc.org/webmaps/PhillyFreightFinder. It pinpoints freight facilities and freight activity in

the region and highlights how the various freight system components intertwine and complement one another. PhillyFreightFinder contains individual layers of infrastructure and facilities that are organized into several categories. PhillyFreightFinder has been created with a variety of uses and users in mind, ranging from county and city planners to municipal officials and the public. Further information about the Freight Planning Program at DVRPC is available on DVRPC's website at www.dvrpc.org/freight.

Table 3 includes a sampling of TIP projects that promote goods movement and economic development, organized by their primary benefits. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities; near manufacturing, office, or commercial locations; or along strategic corridors. The projects improve National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers. These projects also provide benefits such as increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting primary freight corridors and industrial centers.

Toll Authority Highway, Transit, and Port-Related Projects

The toll authorities with facilities in the New Jersey subregion (Burlington County Bridge Commission [BCBC], Delaware River Joint Toll Bridge Commission [DRJTBC], DRPA/PATCO, New Jersey Turnpike Authority [NJTA], Pennsylvania Turnpike Commission [PTC], and South Jersey Transportation Authority [SJTA]) undertake numerous significant highway, transit, and port-related projects by utilizing their own funds. Although not included in the TIP's project listings or funding summaries, it is important to identify toll authority projects in order to include them in the air quality conformity determination and provide a more complete picture of transportation investment throughout the region. The projects are listed, along with their associated costs, in Table 4.

Study and Development

Future TIP projects are likely to be generated from the Study and Development ("pre-TIP") process. This process takes a selected highway deficiency through the steps of Problem Documentation and Concept Development to help make candidate projects ready for consideration in the next TIP update for the phases of Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction. The entire Study and Development Program for the New Jersey counties is presented in Chapter 8 of this document.

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Table 3: Supporting Projects that Facilitate Goods Movement and Economic Development

GOAL	DB #	COUNTY
INTEGRATE FREIGHT CENTERS WITH SAFETY, ENVIRONMENTAL, AND COMMUNITY GOALS		
Burlington County Roadway Safety Improvements	D0302	Burlington
Local CMAQ Initiatives	X065	Various
Local Freight Impact Fund	17390	Various
FACILITATE DELIVERIES AND THE GROWTH OF CENTRAL BUSINESS DISTRICTS		
Transportation Alternatives Program	X107	Various
ENHANCE PRIMARY TRUCK ROUTES AND THE NATIONAL HIGHWAY FREIGHT NETWORK		
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	12380	Burlington
Route 1, Alexander Road to Mapleton Road/Plainsboro-Cranbury Road	17419	Mercer
Transportation Systems Management and Operations (TSMO)	01300	Various
Route 295/42/I-76, Direct Connection, Contract 4	355E	Camden, Gloucester
Route 76, Bridges over Route 130	11326A	Camden
Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)	18313	Camden
INCREASE FREIGHT RAIL UTILITY		
Rail-Highway Grade Crossing Program, Federal	X35A1	Various
Rail-Highway Grade Crossing Program, State	X35A	Various
New Jersey Rail Freight Assistance Program	X34	Various
IMPROVE PORTS AND AIRPORTS		
Maritime Transportation System	01309	Various
Airport Improvement Program	08415	Various

Source: DVRPC, 2025

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Table 4: Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting the DVRPC New Jersey Region

FACILITY	COST (IN MILLIONS)	COUNTY
BURLINGTON COUNTY BRIDGE COMMISSION (BCBC)[1]		
Burlington-Bristol Bridge Electrical Upgrades: The project includes the replacement of the existing electrical system on the NJ side, the replacement/upgrade of existing mechanical operational equipment, and the installation of a new data center (fit-out).	$4.5 from FFY21–25	Burlington
Burlington-Bristol Bridge Rehabilitation: The project includes the replacement of certain existing span decks, waterway pier repairs, counterweight rope replacement, mechanical operational system upgrades, miscellaneous steel repairs, trunnion replacement, and roadway paving. This project also includes an annual structural maintenance contract.	$21 from FFY21-25	Burlington
Burlington-Bristol Bridge Rope Replacement Repairs: Rope replacement repairs of the Burlington-Bristol Bridge.	$9 in FFY25	Burlington
Riverside Delanco Bridge Painting Repairs: Bridge painting repairs of the Riverside Delanco bridge.	$3 from FFY23-27	Burlington
Riverside Delanco Electrical Upgrades: The project includes the replacement of the existing electrical system. This project also includes an annual electrical maintenance contract.	$2 from FFY21–25	Burlington
Riverside Delanco Bridge Rehabilitation: The project includes the replacement/upgrade of existing mechanical operational equipment, the rehabilitation of the concrete abutments, sidewalks and piers, and gateway improvements. This project also includes an annual maintenance contract.	$1.75 from FFY21-25	Burlington
Tacony-Palmyra Bridge Rehabilitation: The project includes painting of the steel structures, installation of a maintenance/inspection traveler system, replacement of the existing fender systems, and the rehabilitation of the concrete abutments, sidewalks and piers.	$27 from FFY21–25	Burlington
Tacony-Palmyra Bridge Electrical Upgrades: The project includes the installation of a structural health monitoring system, installation of a traffic control system, and the replacement of some of the existing submarine cables. This project also includes an annual electrical maintenance contract.	$9 from FFY21-25	Burlington
Tacony-Palmyra Bridge Traveler System and Gusset Plate Repairs: Traveler system and gusset plate repairs of the Tacony-Palmyra bridge.	$4.8 in FFY24	Burlington
Tacony-Palmyra Bridge and Burlington-Bristol Bridge Milling, Resurfacing, & Deck Repairs: Milling, resurfacing, and deck repairs of the Tacony-Palmyra and Burlington-Bristol bridges.	$17.15 from FFY22-26	Burlington
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)		
Calhoun Street TSB Cleaning & Painting: This project will consist of painting and miscellaneous repairs to the Calhoun Street Toll Supported Bridge.	$10.1 from FFY24-30	Mercer
Washington Crossing Bridge Replacement: Preliminary Engineering / Environmental Assessment, Study, Design, Construction for replacement of the Washington Crossing Toll- Supported Bridge across the Delaware River.	$157.3 from FFY30–33	Mercer
Trenton - Morrisville (Route 1) Toll Bridge All Electronic Tolling & PA Avenue Interchange Improvements: Removal of Toll Plaza in support of all electronic tolling and reconfiguration of the Pennsylvania Avenue Interchange.	$25.1 from FFY26-27	Mercer
DELAWARE RIVER PORT AUTHORITY (DRPA)/PORT AUTHORITY TRANSIT CORPORATION (PATCO)[2]		
Benjamin Franklin Bridge: Suspension Spans Rehabilitation.	$45 from FFY24–33	Camden
Benjamin Franklin Bridge: Approach Spans Rehabilitation - Painting & Steel Repairs.	$81.8 from FFY24–33	Camden

[1] Retrieved from: https://www.nj.gov/transportation/capital/stip2433/sec8/pdf/ap_bcbc.pdf Accessed on: 05/14/202

[2] DRPA/PATCO information table will be updated for final version of the TIP

Table 4: Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting the DVRPC New Jersey Region

FACILITY	COST (IN MILLIONS)	COUNTY
Benjamin Franklin Bridge: Masonry Rehabilitation.	$20 from FFY24–33	Camden
Walt Whitman Bridge: Cable Investigation & Dehumidification. Design and construction of Cable Dehumidification which includes the installation of a dehumidification system for the main cables and anchorages.	$29 from FFY24–33	Camden
Walt Whitman Bridge: PA Approach Deleading & Painting. De-leading and painting of all PA overpasses, toll tunnel, and WWB PA approach stringer spans.	$22.5 from FFY24–33	Camden
Walt Whitman Bridge: Approach Spans Joint Rehabilitation. Replacement of asphaltic plug joints previously installed in 1995 that are at the end of their useful life. Replacement of joints will help to extend useful life bridge structural components including the piercaps and beam ends.	$10.25 from FFY24–33	Camden
Walt Whitman Bridge: Tower Link Rehabilitation - Phase 2. Previously replaced 4 original tower link pins. This work will replace the remaining original tower link pins.	$3.9 from FFY24–33	Camden
Walt Whitman Bridge: I-76 Over I-95 Resiliency Improvement. Address piers located adjacent to I-95 and the superstructure over I-95, in cooperation with PennDOT to reduce impacts to motorists. Work to include concrete repairs, standpipe replacement, and additional coatings.	$2.3 from FFY24–33	Camden
Commodore Barry Bridge: Deleading and Repainting.	$100 from FFY24–33	Gloucester
Commodore Barry Bridge: Structural Steel Rehabilitation - Structural steel repairs in the main thru-truss section of the bridge. Work also includes bracing, vibration dampeners, and steel repairs and painting over Amtrak. Deck rehabilitation in lanes 2,3 & 4 will also be included.	$60 from FFY24–33	Gloucester
Betsy Ross Bridge: Painting and Steel Repairs.	$74 from FFY24–33	Camden
Betsy Ross Bridge: Painting and Steel Rehabilitation-NJ Rt. 90 Overpasses. This project will include concrete and steel repairs and painting of the NJ Rt. 90 overpass over Rt. 130.	$8 from FFY24–33	Camden
PATCO: DC Power Upgrades that will include the rehabilitation of DC power equipment in five New Jersey substations.	$12.1 from FFY24–33	Camden
PATCO: Replace Transformers at Electrical Substations - Phase 3. This project provides for significant upgrades to PATCO's Birch Street Substation. This project includes installation of traction power transformers, traction power rectifier units, DC switchgear, AC switchgear, battery system, and AC and DC distribution panelboards.	$35 from FFY24–33	Camden
SOUTH JERSEY TRANSPORTATION AUTHORITY (SJTA)		
Atlantic City Expressway Bridges: General rehabilitation of Atlantic City Expressway bridges including repairs to superstructure, deck rehabilitation and/or replacements, and replacement of substandard parapets and sidewalk.	$41 from FFY22–40	Camden and Gloucester
Atlantic City Expressway: Annual Atlantic City Expressway resurfacing program.	$55 from FFY22–40	Camden and Gloucester
ACE Thirdlane Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 30.6 to 44.2. Project is in Preliminary Design.	$205 from FFY22-31	Camden and Gloucester
AC Expressway Electronic Tolling & ITS Upgrades: Upgrade of toll collection using innovative technology through electronic tolling. Atlantic City Expressway MP 0.0 - 44, ACE Connector.	$55 from FFY22–25	Camden and Gloucester
SJTA Facilities: Rehabilitation/Replacement/Improvements to STJA facilities, including Service Areas, Maintenance Yards, and Parking Facilities. Projects include building rehabilitation and/or replacement, water and sewer utility improvements, weather station upgrades, energy efficiency improvements, removal of underground fuel storage facilities, construction of above-ground fuel storage facilities and parking garage rehabilitations.	$20 from FFY22–50	Camden and Gloucester

Table 4: Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting the DVRPC New Jersey Region

FACILITY	COST (IN MILLIONS)	COUNTY
NEW JERSEY TURNPIKE AUTHORITY (NJTA)		
NJ Turnpike Interchanges 1 to 4 Capacity Enhancements Program: Widening of one additional lane in each direction from the base of the Delaware Memorial Bridge at MP 0.0 to just north of the existing Interchange 4 at MP 36.5. Geometric and operational needs for all interchanges, ramps, toll plazas and service areas within the Program limits will be considered. The Authority engaged a consultant in 2021 to perform program management, preliminary design, and environmental services. Final Design efforts began in 2024 for sections of the overall project.	$3,472 from FFY26–40	Camden, Gloucester, Burlington, and Salem
PENNSYLVANIA TURNPIKE COMMISSION (PTC)		
I-95 and I-276 (PA Turnpike) Interchange (Stage 3): Includes an assessment of the existing Delaware River Bridge and the provision of additional capacity across the river (3 lanes in each direction) and the reconstruction of the approach roadways.	$750 from FFY30-40	Burlington, Bucks (PA)

Source: BCBC DRJTBC, DRPA, SJTA, and PTC, 2024

Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date or that dedicate funds for specific types of projects. Projects funded through these programs have their own set of data-informed decision-making tools specific to the funding source and goal of the program. Examples are CMAQ and TASA, which includes the Safe Routes to School (SRTS) program.

DVRPC Competitive CMAQ Program

The CMAQ program was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, the FAST Act, and the IIJA/BIL. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements, bicycle and pedestrian facilities and outreach efforts, traffic flow improvements, ridesharing and other demand management programs, alternative fuel vehicles, anti-idling initiatives, and diesel engine retrofits. DVRPC selects projects for CMAQ funding periodically through a DVRPC Competitive CMAQ Program. The CMAQ Subcommittee (also known as the Competitive CMAQ Committee) of the DVRPC RTC evaluates the projects and makes recommendations to the DVRPC Board for final selection. The most recent round concluded in 2021 with almost $5 million of CMAQ funds awarded to projects for obligation by the end of federal FFY2024. See Table 7 for a list of CMAQ project awards since FFY2012. For more information about the Competitive CMAQ Program, please visit www.dvrpc.org/cmaq.

TASA

The IIJA/BIL's STBG sets aside funding for the continuation of the Transportation Alternatives Program (TAP), which was established under MAP-21 as an amalgamation of the previous authorization's Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and Safe Routes to School (SRTS) programs. Under the FAST Act, this program was rebranded from TAP to TA Set-Aside, although New Jersey and others still call it TAP. Eligibility requirements of the TA Set-Aside program have remained largely the same as with previous programs. Transportation Alternatives (TA) projects build pedestrian

and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety and mobility among other benefits. TA Set-Aside eligible projects focus on non-traditional projects designed to enhance the experience of transportation, mitigate the impact of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. For example, projects may involve on- and off-road trail facilities for pedestrians, bicyclists, and those who use non-motorized forms of transportation.

In addition to a statewide TA funding allocation, there is also a direct allocation of TA funds to urban areas at varying population levels. All TA funds (TA-FLEX, TA-L5K, TA-B5K200K, TA-PHILA, and TA-TRENTON) must be awarded through a competitive process, whether the funds come from regional MPO funds or from the statewide allocation. Projects seeking TA funds are required to be submitted by TA-eligible sponsors and to undergo a rigorous evaluation and competitive selection process to develop the selected priority list of projects. For more information about the New Jersey TA Set-Aside Program, visit www.dvrpc.org/TAP. In previous years, New Jersey's TE project selection process occurred at the state level with MPO involvement. Table 5 provides a full listing of projects selected since the year 2000 through the previous TE and the latest TAP Program for New Jersey. This is not an annual program due to timing of projects and the amount of funds available to DVRPC. The REC TRAILS Program has continued funding the development and maintenance of recreational trails and trail-related facilities for motorized and non-motorized uses as a TA Set-Aside.

Safe Routes to School

The SRTS Program is funded through FHWA's Federal Aid Program and is administered by NJDOT, in partnership with New Jersey MPOs (DVRPC, NJTPA, and SJTPO). The objectives of the SRTS program are to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and to facilitate the development and implementation of projects and activities that will improve safety and reduce traffic and air pollution in the vicinity of New Jersey's primary and middle schools (grades K–8). Projects must be located within two miles of a school that serves students in grades K–8. The final project selections are approved by the NJDOT Commissioner and each MPO. This is not an annual program due to timing of projects and the amount of funds available to DVRPC. See Table 6 for the complete list of selected SRTS projects from FFYs 2008, 2009, 2012, 2014, 2016, 2017, 2018, 2019, 2022, and 2024.

DVRPC Regional Trails Program

With financial support from the William Penn Foundation, DVRPC's Regional Trails Program provides planning assistance and financial support to trail developers, counties, municipalities, and non-profit organizations to complete The Circuit, Greater Philadelphia's 800-mile network of multiuse trails. The Circuit Trails system takes advantage of the many opportunities to build and connect trails across the region. The Circuit is also intended to serve as the backbone for a network of "bicycling highways" to allow safe and efficient travel by bicycle between homes, businesses, parks, schools, and institutions, free from motorized traffic. For more information about the Regional Trails Program or The Circuit, visit www.dvrpc.org/Trails/RegionalTrailsProgram.

DVRPC New Jersey Local Roadway Safety Program

Using funding from the line item, Local Safety/High Risk Rural Roads Program (DB #04314), in the TIP, DVRPC solicits federal Highway Safety Improvement Program (HSIP)-eligible projects from municipal and county roadway owners via its New Jersey Local Safety Program to advance safety improvement projects

on local roadways. This is a competitive program that funds the design and construction phases of HSIP-eligible safety projects that are consistent with New Jersey's 2020 Strategic Highway Safety Plan (SHSP) at www.saferoadsforallnj.com. The SHSP is currently being updated by NJDOT. The line-item description of the Local Safety/High Risk Rural Roads Program (DB #04314) in the TIP lists selected projects that anticipate authorization during the life of the TIP. DVRPC also funds HSIP-eligible local projects with its STBGP-PHILA or STBGP-TRENTON funds as appropriate. Visit www.dvrpc.org/Transportation/Safety/LocalSafetyProgram for program details.

DVRPC Safe Routes to Transit Technical Assistance Program

DVRPC's Safe Routes to Transit–NJ is a technical assistance program that matches eligible municipalities and counties with DVRPC staff to navigate the often-complex process of designing and funding pedestrian and bicycle improvements around rail stations. Additionally, DVRPC staff assist municipal and county project sponsors in shaping projects and/or performing planning-level design that will make strong applications for funding sources, such as TA Set-Aside.

DVRPC accepted online applications for this program from municipal and county project sponsors in the fall of 2016 and in 2018. With participation from transit agencies and county partners, DVRPC project staff evaluated applications and selected three stations in New Jersey that demonstrated the potential to have impact towards the project goals and had strong sponsor commitment to pursue Final Design and Construction funding following DVRPC's study: Visit this program's web page for further details at www.dvrpc.org/SafeRoutesToTransit.

DVRPC Transportation and Community Development Initiative (TCDI)

The Transportation and Community Development Initiative (TCDI) is a grant opportunity that funds local planning initiatives that also advance the goals of the region's long-range plan, with a focus on linking transportation with land use and economic development planning. TCDI continues to be federally funded in the TIP. The program typically opens every two years. Visit the program's web page at www.dvrpc.org/TCDI for all project awards and further details.

DVRPC Travel Options Program (TOP): Moving Better, Together

In 2021, DVRPC established TOP as a new competitive travel demand management (TDM) program to support innovative projects that will provide better access to more travel options. TOP funds innovative projects that aim to reduce single-occupancy vehicle (SOV) trips and promote alternative travel options. Funded projects must align with the goals, outcomes, and strategies in DVRPC's Strategic Plan for Regional TDM Programs (the Regional TDM Plan) and include measurable results. Visit the program's web page at www.dvrpc.org/top for all project awards and more details. The awardees from the 2021 NJ Round of TOP are listed in Table 9.

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY | $17.586 MILLION TOTAL			
2000	Beverly	Cooper Street Gateway Project (ARRA-TE)	$228,000
2000	Pemberton	North Pemberton Railroad Station Rehabilitation (TE)	$35,000
2000	Pemberton	North Pemberton Railroad Station Phase 2 (TE)	$250,000
2001	Riverton	Historic Streetscape Enhancement Project (TE)	$335,000
2002	Palmyra	Broad Street Pedestrian Revitalization Project—Final Phase (TE)	$500,000
2002	Willingboro	Willingboro Town Center Bikeway/Walkway and Landscaping Features (TE)	$500,000
2003	Edgewater Park	Cooper Street Revitalization Project (TE)	$410,000
2003	Medford	Medford Township Bicycle Network Plan (TE)	$300,000
2008	Various Municipalities	NJ Pinelands Birding and Wildlife Trails (TE)	$512,000
2009	Mount Holly	Pedestrian Safety and Beautification Improvements at The Mount (ARRA-TE)	$160,000
2009	Palmyra	Market Street Gateway Improvement Project (ARRA-TE)	$260,000
2012	Burlington	Phase V TE: Broad Street/Towne Center Station, Pedestrian Route & Beautification Improvement Plan (TE)	$216,000
2012	Wrightstown	North Fort Dix Street Pedestrian and Landscape Improvements (TE)	$510,000
2015–2016	Delanco, Delran, Riverside	Rancocas Creek Greenway-Amico Island to Pennington Park (Circuit)4	$2,900,000
2015–2016	Fieldsboro, Florence, Bordentown. and Mansfield	Delaware River Heritage Trail, Route 130 Bypass, Fieldsboro to Florence Connector Trail (Circuit)4 (TAP)	$2,320,000
2017	Moorestown	Lenola Town Center Improvements Plan (TE)	$971,000
2017	Mount Holly	Mount Holly Streetscape Project – High Street Phase II (TE)	$483,000
2019	Florence	Fifth Street Rail to Trail	$562,000
2019	Palmyra	Temple Boulevard Enhancements	$343,000
2021	Edgewater Park	Heritage Trail Shared-Use Path and On-Road Improvements	$440,000
2023	Riverside	Lawrence Station Road Connector Trail	$746,000
2023	Mount Holly	Township of Mount Holly Streetscape Project	$559,000
2023	Medford	Main Street – North-South Bike/Ped Connector at Church, Wilkins Station, Route 70, Main and Stokes	$1,486,000
2024	Eastampton Township	Rancocas Creek Greenway, Historic Smithville Park to over Route 206	$2,560,000
CAMDEN COUNTY | $25.342 MILLION TOTAL			
2000	Berlin	Berlin Hotel Historic Preservation Program(TE)	$523,000
2000	Camden	Mickle Boulevard Interior Gateway(TE)	$471,000
2001	Camden	Johnson Park Station Stop Streetscape Project(TE)	$500,000
2001	Camden	Battleship New Jersey Historic Museum(TE)	$400,000
2002	Barrington	Streetscape Improvements to Clements Bridge Road(TE)	$250,000
2002	Gloucester	Gloucester City Streetscape Improvement(TE)	$480,000

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
2002	Haddon	Streetscape Improvements to Haddon Avenue(TE)	$300,000
2002	Pine Hill	Pine Hill Streetscape Project(TE)	$478,000
2003	Haddon	Streetscape Improvements to Haddon Avenue, Phase 2(TE)	$512,000
2003	Haddon Heights	Historic Railroad Corridor Enhancement (TE)	$379,000
2003	Runnemede	Route 168 (Black Horse Pike) Corridor Revitalization (TE)	$552,000
2004	Barrington	Streetscape Improvements to Clements Bridge Road (CR 573)—Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass (TE)	$500,000
2004	Berlin	Berlin Township Transportation Enhancement Program (TE)	$400,000
2004	Gibbsboro	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686) (TE)	$500,000
2009	Camden	Martin Luther King Boulevard Project (ARRA-TE)	$750,000
2009	Gloucester	Market Street Commons and Streetscape (ARRA-TE)	$485,000
2009	Gloucester	Burlington Street Streetscape Improvement Program (ARRA-TE)	$523,000
2009	Gloucester	Streetscape Project on Broadway Street (between Monmouth and Hudson Streets) (ARRA-TE)	$270,000
2009	Haddonfield	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements (ARRA-TE)	$570,000
2009	Merchantville	Chestnut Avenue Pedestrian/Bikeway Extension (ARRA-TE)	$150,000
2009	Mount Ephraim	Kings Highway Streetscape Improvements, Phase II(ARRA-TE)	$290,000
2012	Barrington	Clements Bridge Road Streetscape Improvements from NJ Turnpike Bridge to Borough Boundary (TE)	$539,000
2012	Merchantville	West Maple Avenue Streetscape Improvement Project (TE)	$51,000
2014	DRPA	Benjamin Franklin Bridge South Walkway Bicycle and Pedestrian Ramp Project (TAP)	$800,000
2014	Merchantville, Pennsauken	Pennsauken-Merchantville Multiuse Trail (Circuit)(TAP)	$755,000

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
CAMDEN COUNTY (Continued)			
2015 – 2016	Camden City, Cherry Hill, Collingswood, Haddon, Pennsauken	Cooper River Park Access Improvements (Circuit)[4]	$600,000[4]
2017	Camden County	Camden County Grove Street Trail Connector (TE)	$255,000
2017	City of Camden	North Camden Waterfront Park Development Project (TE)	$825,000
2017	Merchantville	Merchantville Pedestrian Street (TE)	$861,000
2019	Audubon, Haddon Heights	Atlantic Avenue Trail	$1,220,000
2019	City of Camden	River Birch Trail	$680,000
2019	Gibbsboro	Phase 5 Bikeway and Streetscape Improvements along Lakeview Drive from Kresson Road to Silver Lake	$408,000
2019	Gloucester	Lakeland Road Connector Trail	$540,000
2021	Camden City	Cooper River Bike/Ped Bridge Project in the area of Admiral Wilson Blvd. and Flanders Boulevard	$1,000,000
2023	Pennsauken	Burlington-Camden Trail with Bridge over Route 130	$1,225,000
2023	Gibbsboro Borough	Phase 6 Bikeway and Streetscape Improvements along Lakeview Drive (CR561)	$1,500,000
2023	Camden County	Camden County LINK Trail, Segment 1E Project	$1,500,000
2024	Camden County	Camden County LINK Trail Segment 1D-3 Project	$3,300,000
GLOUCESTER COUNTY | $10.563 MILLION TOTAL			
2001	Glassboro	Pedestrian Streetscape Enhancement Program (TE)	$124,000
2001	Wenonah	Creating a Heart for Wenonah (TE)	$350,000
2002	Paulsboro	Pedestrian, Bus, and Bicycle Enhancement in Central Business District (TE)	$150,000
2002	Westville	Westville Pedestrian Transportation Enhancement Program (TE)	$500,000
2003	Glassboro	Glassboro's Streetscapes Project—Phase V(TE)	$300,000
2005	Glassboro	Paving the Way to Glassboro's Downtown-Streetscapes Phase VI(TE)	$150,000
2005	Swedesboro	Swedesboro Pedestrian Transportation (TE)	$200,000
GLOUCESTER COUNTY (Continued)			
2009	Glassboro	Rebuilding Glassboro's Historic Train Station[1] (ARRA-TE)	$1,101,400[1]
2009	Paulsboro	Paulsboro Pedestrian Streetscape, Phase 2 – Central Business District (TE)	$425,000
2009	Woodbury	Pedestrian Safety and Wayfinding Signage (ARRA-TE)	$194,000

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
2012	Merchantville, Pennsauken	West Maple Avenue Streetscape Improvement Project (TE)	$51,000
2014	Wenonah	Multimodal Transportation Improvements to Mantua Avenue, from Monroe Avenue to Marion Avenue (TAP)	$900,000
2015–2016	Monroe, Washington	Washington Township and Monroe Township Bikeway[4]	$1,500,000[4]
2023	Woodbury	City of Woodbury Pedestrian Path Network along Hester's Branch and Woodbury Creek	$1,500,000
2023	Elk	Elephant Swamp Shared-Use Trail Improvements	$1,408,000
2024	Harrison Township	Harrison Trail (Limits Route 45 Main Street to the Mullica Hill Bypass Cross Walk at Walter Road	$1,400,000
MERCER COUNTY | $15.722 MILLION TOTAL			
2000	Hamilton	Delaware & Raritan Canal State Park—Bordentown Outlet, Phase 1 (TE)	$948,000
2000	Trenton	Roebling Phase 3, Rehabilitation for the Invention Factory (TE)	$250,000
2001	Lawrence	Route 1 Pedestrian Overpass—D & R Canal State Park (TE)	$1,250,000
2001	Trenton	Inventory Factory Bridge Exhibit (TE)	$1,609,823
2002	Hamilton	South Broad Street Streetscape (TE)	$985,000
2002	Princeton	Regional Bicycle and Pedestrian Bridge at Stoney Brook (TE)	$500,000
2003	Lawrence	Lawrenceville Main Street Transportation Streetscape Improvement (TE)	$190,000
2004	Hightstown	Hightstown TE (TE)	$444,000
2005	Hopewell	Streetscape Improvements to the Intersection of Broad Street and Greenwood Ave. (TE)	$154,000
2009	Hightstown	Stockton Street Historic District Streetscape Infrastructure Project[2] (ARRA-TE)	$994,646[2]
2009	Hopewell	Hopewell Borough Streetscape Improvements Project, Phase II[3] (ARRA-TE)	$935,000[3]
2012	East Windsor	Route 571 Sidewalks to Transit (TE)	$124,000
2012	Hopewell	Hopewell Borough—Streetscape Phase 3 and Final (TE)	$235,000
2014	Hightstown	Peddie Lake Dam Pedestrian Bridge (TAP)	$331,000
2021	City of Trenton	Greenwood Avenues Streetscape Project	$519,000
2023	Lawrence	Lawrence Station Road Connector Trail	$1,260,000
2024	Various	Great Western Bikeway Project	$2,900,000
2024	City of Trenton	Marine Terminal Trail and Cooper Field Connector	$2,093,000

Notes:

4. The original award amount for the project, Rebuilding Glassboro's Historic Train Station, is $250,000 ARRA-TE. ARRA-TE funds are from the federal American Recovery and Reinvestment Act of 2009 (ARRA), which are also known as ARRA-TE.
5. The original award amount for the project, Stockton Street Historic District Streetscape Infrastructure Project, is $1,690,000 ARRA-TE.
6. The original award amount for the project, Hopewell Borough Streetscape Improvements Project, Phase II, is $917,000 ARRA-TE.
7. In 2015–2016, through conversations with member agencies, DVRPC identified project candidates to submit to NJDOT for consideration of unobligated TE and TAP funds from SAFETEA-LU and MAP-21 in order to expend such funds. Of the projects submitted, NJDOT approved four projects in the DVRPC region to utilize such funds.

Sources: DVRPC, NJDOT Local Aid, 2025

Table 6: Safe Routes to School Projects (DB #99358) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY | $4.726 MILLION TOTAL			
2008	Riverton	Riverton Safe Crossings Project	$23,000
2009	Maple Shade	Maple Shade Safe Routes to Maude Wilkins School at Cutler Avenue	$200,000
2009	Mount Holly	Ensuring a Safe Route to School in Mount Holly	$125,000
2012	Edgewater Park	Stevenson Avenue & East Franklin Avenue Multiuse Path	$113,000
2014	Southampton	Pedestrian Infrastructure Upgrades (Access & Safety). Campus—Schools 1, 2, 3	$92,000
2016	Eastampton	SRTS: Eastampton Community School—Pedestrian Multiuse Path and Walking Route Improvements	$429,000
2016	Maple Shade	Phase 1: SRTS Pedestrian Safety Improvements. Frederick Avenue & S. Clinton Avenue	$257,000
2016	Pemberton	Phase 1: Busansky/Emmons Schools Multimodal Improvements	$466,000
2022	Pemberton	Phase 2: Busansky/Emmons Schools Multimodal Improvements	$256,000
2024	Medford	Medford Village Safe Routes to School	$1,276,000
2024	Medford Lakes	Medford Lakes Pedestrian Improvements	$1,489,000
CAMDEN COUNTY | $6.185 MILLION TOTAL			
2008	Chesilhurst	New Jersey Safe Routes to School Program for Chesilhurst Borough	$256,000
2008	Magnolia	Magnolia Safe Routes to School—Infrastructure and Non-Infrastructure Programs	$156,000
2018	Voorhees	Echelon Road Pedestrian Improvements	$370,000
2009	Clayton	Clayton SRTS Sidewalk Extension and Warning Beacons	$130,000
2009	East Greenwich	Township of East Greenwich—Construction of Crosswalks at Various Locations: Construction Phase	$20,000
2012	Haddonfield	FY2012 Safe Routes to School Pedestrian Safety Infrastructure Improvements	$300,000
2012	Lindenwold	Concrete Sidewalk Installation: School #5, School #4, and High School	$330,000
2012	Voorhees	Kresson Road Sidewalk Improvements	$74,000
2014	City of Camden	Morgan Village Safe Routes to School Project	$317,200
2014	Collingswood	Collingswood Safe Routes to School and Traffic Calming	$241,000
2016	Gloucester City	Gloucester City Middle School Improvements and Pedestrian Safety Improvement Program	$343,000
2018	National Park	National Park Borough Safer Routes to National Park School	$156,000
2022	Bellmawr	Borough of Bellmawr Safe Routes to School – Peach Road and Victory Drive Intersection Improvements	$422,000
2022	Haddon Heights	Borough of Haddon Heights Safe Routes to School- Installation of Missing Sidewalks	$1,200,000
2022	Voorhees	Echelon Center Pedestrian Improvements	$675,000
2022	Clementon	Borough of Clementon Safe Routes to School – Intersection Improvements	$470,000
2024	Lindenwold	Carlton Street Pedestrian Safety Improvements	$725,000

Table 6 (Continued): Safe Routes to School Projects (DB #99358) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
GLOUCESTER COUNTY | $632,000 TOTAL			
2022	Clayton	NJDOT Safe Routes to School Program FY2022	$632,000
MERCER COUNTY | $4.427 MILLION TOTAL			
2009	Hightstown	Summit Street Sidewalk Improvements	$147,000
2009	Pennington	S. Main Street and W. Delaware Avenue Crosswalk—Sidewalk Improvements	$220,000
2012	Hamilton	Klockner, Morgan, and University Heights Pedestrian Safety Improvements	$275,000
2014	Hightstown	Improvements to Stockton Street and Joseph Street	$275,000
2014	Princeton	Pedestrian Upgrades to Two Harrison Street Traffic Signals	$300,000
2018	Hamilton	Klockner Elementary School Pedestrian Safety Improvements	$342,000
2019	Princeton	Rosedale Road (CR-604) and General Johnson Drive Intersection and Pathway Improvements	$1,000,000
2022	Lawrence	Lawrenceville Elementary School Pedestrian Safety Improvements	$358,000
2024	Hopewell	Hopewell Borough Sidewalk and Safety Improvements	$1,510,000

Sources: Safe Routes to School National Partnership, DVRPC, NJDOT Local Aid, 2023

Table 7: DVRPC Competitive CMAQ Program Awards in the DVRPC New Jersey Region

YEAR	SPONSOR	PROJECT NAME	DB #	AWARD AMOUNT
BURLINGTON COUNTY | $450,000 TOTAL				
2015	Burlington County	BurLINK Bus Replacements	X065	$450,000
CAMDEN COUNTY | $8.521 MILLION TOTAL				
2012	City of Camden/ Cooper's Ferry Partnership	Haddon Avenue Roadway Improvements	D1407	$880,000
2012	CSX Transportation	CSX Clean Diesel Locomotive	D1306	$1,000,000
2012	New Jersey Department of Environmental Protection (NJDEP)	Gloucester Marine Terminal Truck Engine Retrofits	X065	$300,000
2015	Camden County	South Jersey Port Corporation Fleet Modernization Program (in City of Camden)	X065	$1,000,000
2015	Voorhees Township	Voorhees Township Senior Bus Replacement	X065	$110,000
2015	Voorhees Township	Somerdale Road (CR 678), Burnt Mill Road (CR 670) to Echelon Road (Pedestrian Enhancements)	D1702	$515,000
2018	Gloucester Township	Gloucester Township Bicycle Trail, Oak Avenue to Evesham Road (Circuit Trail Construction)	D1907	$958,500
2021	Camden County	Route 130 Camden County Link Trail Bike/Ped Bridge Project (Circuit Trail Construction)	X065	$3,163,000

Table 7 (Continued): DVRPC Competitive CMAQ Program Awards in the DVRPC New Jersey Region

YEAR	SPONSOR	PROJECT NAME	DB #	AWARD AMOUNT
CAMDEN COUNTY (CONTINUED)				
2021	Voorhees Township	Pedestrian and Bike Lane Improvements for Access to the Ashland PATCO Station (Construction) in Voorhees Township, Somerdale Borough, Cherry Hill Township, and Lawnside Borough	X065	$594,000
GLOUCESTER COUNTY | $160,000 TOTAL				
2012	Gloucester County	Gloucester County CNG Transit Vehicles	X065A	$160,000
MERCER COUNTY | $4.091 MILLION TOTAL				
2012	Lawrence Township	Province Line Road Bike Trail	D1408	$360,000
2015	Princeton	Princeton Township Bike Share Expansion	D1703	$196,000
2018	Lawrence Township	Maidenhead Meadows Trail (for Construction) (Circuit Trail)	D1909	$1,214,400
2018	Mercer County	Hamilton Avenue (CR 606) and Kuser Road (CR 619)/Ward Avenue and Hamilton Avenue and Liberty Street (for Construction)	D1908	$1,185,000
2021	Lawrence Township	Princeton Pike Traffic Flow Mitigation Improvements (Construction) at the intersections of Princeton Pike and Fackler Road and Princeton Pike and Province Line Road	X065	$836,000
2021	NJDEP	NJDEP's eMobility Program (award provided only for the City of Trenton eMobility proposal on city-owned Electric Vehicle Charging Stations at $200,000 and education/outreach at $100,000 of the eMobility Program in the city)	X065	$300,000
VARIOUS COUNTIES | $621,440 TOTAL				
2021	Greater Mercer TMA	Decreasing SOV Commutes while Increasing Employment Accessibility for Essential Workers with Dynamic Ridesharing (for marketing only)	X065	$81,000
2018	NJDEP	It Pay$ to Plug In: New Jersey's Electric Vehicle Charging Grants Program (award requirement: benefit only Local Public Agencies in the DVRPC NJ region)	X065	$200,000
2018	NJDEP	Emergency Medical Services (EMS) Idle Reduction Grant Program (award requirement: entities must keep APUs in operation for four years instead of three years)	X065	$216,000
2018	NJDEP	Electric Vehicle Ride and Drive Events	X065	$124,440

Note: A DB # may be assigned to a project when the project is ready to break out of the program line item, Local CMAQ Initiatives (DB #X065), for obligation.

Source: DVRPC, 2025

Table 8: DVRPC Regional Trails Program Awards in the DVRPC New Jersey Region

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY | $1.385 MILLION TOTAL			
2	FS	Kinkora Trail Mansfield Township Community Park Connector (Circuit)	$40,000
3	CON	Kinkora Trail Mansfield Township Community Park Connector (Circuit)	$500,000
4	DES	Rancocas Creek Greenway (Circuit)	$300,000
7	FS, PE	Pemberton Rail Trail to Brendan Byrne State Forest Connector Trail in Pemberton Township (Circuit)	$105,000
7	FS, PE	Rancocas Creek Greenway (Rowan Estate to Smithville Park Segment) in Westampton, Mount Laurel, Hainesport, and Mount Holly Townships (Circuit)	$165,000
8	DES	Rancocas Creek Greenway - Laurel Run (Circuit)	$225,000
10	Planning	Kinkora Trail	$50,000
CAMDEN COUNTY | $2.198 MILLION TOTAL			
1	DES	Baldwin's Run Tributary Trail in City of Camden (Circuit)	$150,000
1	CON	Kaighn's Avenue to Route 130 Connector Trail (Circuit)	$125,000
3	CON	DRPA/PATCO Ben Franklin Bridge Walkway Bicycle and Pedestrian Ramp (Circuit)	$400,000
4	DES	Cooper River Trail, Pub Connector (Circuit)	$37,820
4	DES	Gloucester Township Bike Path (Circuit)	$217,000
5	DES	Riverbirch Trail in City of Camden (Circuit)	$50,000
5	PE	Cross Camden County Trail (Upper Great Egg Harbor Segment) in Winslow Township (Circuit)	$200,000
5	FS	Bridge over US 130 in Pennsauken Township (Circuit)	$14,575
7	DES	Bridge over US 130 and adjoining trail in Pennsauken Township (Circuit)	$175,000
8	DES	Camden County Link Bike/Ped Bridge over NJ 130	$300,000
8	Acquisition, CON	Cramer Hill Waterfront Park Trail Connector	$128,334
9	DES	Camden County LINK - Segment 1A Partial Realignment	$100,000
9	Planning	Burlington-Camden Trail Connector	$90,000
10	DES	Camden County LINK Trail - Segment 3	$200,000
10	DES	Burlington-Camden Trail	$200,000
GLOUCESTER COUNTY | $400,000 TOTAL			
4	DES	Harrison Trail (Circuit)	$400,000
MERCER COUNTY | $2.149 MILLION TOTAL			
1	CON	Lawrence-Hopewell Trail: Lewisville Road Section (Circuit)	$248,000
3	CON	Lawrence-Hopewell Trail: Carter Road East and West (Circuit)	$250,000
4	CON	Trenton Wellness Loop in City of Trenton (Circuit)	$195,000
8	DES	Union Transportation Trail Extension	$227,888

Source: DVRPC, 2025

Table 8 (Continued): DVRPC Regional Trails Program Awards in the DVRPC New Jersey Region

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
MERCER COUNTY (CONTINUED)			
7	DES	D&R Greenway Connector - Wellness Loop to Union Street/Cooper Field	$150,000
8	DES	D&R Greenway Connector - Wellness Loop to Union Street/Cooper Field	$11,725
4	FS, CD	Trenton Wellness Loop—D&R Canal Gap (Circuit)	$110,000
5	FS, PE	Union Transportation Trail—East Windsor Township Segment (Circuit)	$135,000
5	AA	Lawrence-Hopewell Trail—Dyson Tract Segment (Circuit)	$15,600
5	CON	The Watershed Institute Spur	$64,968
6	Rehab.	D&R Canal Trail Restoration and Resurfacing - Lower Ferry Rd to Hermitage Ave, Quaker Rd to Alexander St, and Turning Basin to Millstone Aqueduct	$300,000
7	Rehab.	D&R Canal Trail - Feeder Canal	$27,000
7	CON	Lawrence Hopewell Trail (Mt. Rose Distillery Segment) in Hopewell Township (Circuit)	$363,200
7	DES	Lawrence Hopewell Trail (Pretty Brook Road Segment) in Lawrence Township (Circuit)	$130,000
10	Planning	Cross County Connector Trail	$175,000
10	DES	Lawrence Hopewell Trail - Cleveland Road Segment	$148,505

Notes: Alternatives Analysis (AA), Feasibility Study (FS), Conceptual Design (CD), Preliminary Engineering (PE), Construction (CON), Rehabilitation (Rehab.)

Source: DVRPC, 2025

Table 9: DVRPC Travel Options Program Awards in the DVRPC New Jersey Region

ROUND	SPONSOR	PARTNERING AGENCY	PROJECT TITLE	AWARD AMOUNT
2021	Cross County Connection TMA	DRPA/PATCO and Collingswood Borough	PATCO Station Complete Streets Pop Up Demonstration Pilot	$50,000
2021	Tri-State Transportation Campaign	NJ TRANSIT	Light Rail to Trails: Connecting the River Line & the Circuit	$50,000

Source: DVRPC, 2025

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Table 10: : Externally Funded Projects

Grantee	Award Year	Project	Grant/Earmark	Award Amount
Camden County	2022	Port of Camden Access and Infrastructure Resiliency Project ($25,000,000) Camden, New Jersey	USDOT MARAD	$25,000,000
NJ TRANSIT	2021	Walter Rand Center	New Jersey Debt Defeasance and Prevention Fund	$250,000,000
Camden County	2023	Camden County LINK Trail	USDOT BUILD	$19,000,000
Mercer County	2025	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek	USDOT BIP	$47,000,000

Source: DVRPC, 2025

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Chapter 3: Title VI and Community Impact Analysis

As the region's MPO, DVRPC is mandated by federal law to ensure nondiscrimination in all of its programs and projects, including the TIP. This chapter reviews regional population data, transportation asset conditions, and programmed investments to help ensure all communities have access to transportation benefits and are not negatively affected by projects.

The primary federal guidelines DVRPC follows in its planning efforts are dictated by Title VI of the Civil Rights Act of 1964, a federal nondiscrimination statute that states "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Additional guidance from FTA and the FHWA encourages transportation agencies to follow nondiscrimination guidelines based on sex, age, and disability, according to Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability).

The programming process that DVRPC facilitates during TIP updates seeks to meaningfully address regional needs and legal requirements, ensuring all communities benefit from transportation projects and that adverse impacts are avoided or mitigated as feasible. In addition to Title VI, some other considerations in TIP programming include:

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

Regional Population and Infrastructure Context

Regional Population Estimates

Table 11 provides an overview of demographic data pertaining to Title VI and community impact analysis, from the U.S. Census Bureau for the four DVRPC-NJ region counties of Burlington, Camden, Gloucester, and Mercer counties.

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Table 11: : Title VI Population Estimates in the DVRPC New Jersey Region

Population for DVRPC-NJ Counties	Population Estimate †	Regional Percentage †
Total Population	1,676,058	
Title VI Protected Classes		
Low-Income Population*	344,466	21%
People of Color	648,340	39%
Ethnic Minority	249,931	15%
Foreign Born	230,057	14%
Limited English Proficiency (LEP)	126,814	8%
Persons with a Disability	205,146	12%
Female	854,425	51%
Youth	364,773	22%
Older Adults (65 years or older)	278,219	17%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.
** DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*
† Note: Title VI Protected Classes are reported as separate categories, and individuals may identify with more than one in the Census. As a result, regional percentages will not sum to 100%, and population estimates for each class will not sum to the total regional population.

Maps displaying the geographic distribution of populations can be found in Appendix F.

Infrastructure Context: Asset Condition

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

Bridge Conditions

Tables 12 and 13 show bridge conditions and concentrations of Low-Income and Title VI protected populations, respectively. It is clear that bridge conditions are not being maintained to the same extent in all communities, particularly when considering communities with higher concentrations of low-income populations. This analysis helps understand where underinvestment is occurring so that projects can be identified to maintain critical infrastructure throughout the region. The FFY2026 TIP for New Jersey includes 40 bridge projects.

Table 12: Conditions and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition †	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition †	Percent of Deck Area in Poor Condition
Well Above Average	94,643	5.7%	12	13.6%	98,904	5.1%
Above Average	182,163	10.9%	16	9.5%	115,044	2.8%
Average	632,636	37.9%	40	6.7%	298,884	4.0%
Below Average	758,980	45.5%	58	8.1%	225,886	3.6%
DVRPC- NJ Region	**1,668,422**	**100%**	**102**	**8%**	**560,632**	**3.5%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT, 2021.
**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*
† Note: Bridge totals may exceed regional values due to features intersecting multiple census tracts. When a bridge lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 13: Bridge Conditions and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition †	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition †	Percent of Deck Area in Poor Condition
Well Above Average	272,023	16.3%	24	12.2%	148,711	3.3%
Above Average	273,210	16.4%	21	7.6%	111,295	2.3%
Average	952,941	57.1%	60	7.1%	369,807	4.3%
Below Average	170,248	10.2%	18	9.6%	30,830	2.4%
DVRPC- NJ Region	**1,668,422**	**100%**	**102**	**8%**	**560,632**	**3.5%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT, 2021.
† Note: Bridge totals may exceed regional values due to features intersecting multiple census tracts. When a bridge lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Pavement Conditions

Tables 14 and 15 show pavement conditions and concentrations of Low-Income and Title VI protected populations, respectively. Like bridges, pavement conditions are not being maintained to the same level in all communities. Pavement conditions in the region are addressed in multiple ways: through the TIP and through various state programs that fund maintenance projects but are not programmed in the TIP document. The FFY2026 TIP for New Jersey includes 32 Roadway Rehabilitation projects. See Chapter 4 for more information about pavement projects and programs.

Table 14: Pavement Conditions and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	94,643	5.7%	25%	29%	45%
Above Average	182,163	10.9%	36%	36%	29%
Average	632,636	37.9%	47%	31%	22%
Below Average	758,980	45.5%	51%	31%	19%
DVRPC- NJ Region	**1,668,422**	**100%**	**44%**	**31%**	**24%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT, 2021.
**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*

Table 15: Pavement Conditions and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	272,023	16.3%	18.50%	24.90%	48.7%
Above Average	273,210	16.4%	18.30%	32.90%	40.3%
Average	952,941	57.1%	28.80%	31.80%	25.4%
Below Average	170,248	10.2%	29.90%	32.60%	17.6%
DVRPC- NJ Region	**1,668,422**	**100%**	**29.20%**	**32.30%**	**21.3%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT, 2021.

Safety Including Fatal and Suspected Serious Injury Crashes

DVRPC analyzed New Jersey DOT crash data from 2018 to 2022 and census data for low-income (Tables 16 and 18) and Title VI protected class populations (Tables 17 and 19) for the same period. This data includes total crashes, fatal and suspected serious injuries, and crashes involving bicycles and pedestrians. DVRPC's in-house analysis normalized crash data by adjusting for the size of each population group, calculating crash rates per 10,000 residents.

As noted in Chapter 4, "Performance-Based Planning and Programming," there are multiple approaches for funding transportation projects that produce safety benefits. One core approach is developing projects that are funded with HSIP funds. NJDOT manages a Statewide Highway Safety Improvement Program (HSIP) program. DVRPC administers a New Jersey Local Safety Program (LSP) to build a project pipeline for this funding. The LSP provides consultant-supported Local Concept Development (LCD) work on county-sponsored safety projects that are then positioned to utilize HSIP funds as they become available. The FFY2025 round of the LSP includes corridor projects located in Camden and Mercer counties. See Chapter 4 for more information about safety projects and programs.

Table 16: Crashes and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Total Crashes †	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	94,643	5.7%	11,350	1,199	7.3	15.4
Above Average	182,163	10.9%	31,471	1,728	5.9	19.5
Average	632,636	37.9%	92,629	1,464	6.5	20.1
Below Average	758,980	45.5%	87,603	1,154	4.5	15.3
DVRPC-NJ Region	**1,668,422**	**100%**	**203,429**	**1,219**	**5**	**15.7**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT Crash Records, 2018-2022.
**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*
† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 17: Crashes and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Total Crashes †	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	272,023	16.3%	30,187	1,110	5.8	13.2
Above Average	273,210	16.4%	44,595	1,632	5.5	20.2
Average	952,941	57.1%	116,508	1,223	5	16.8
Below Average	170,248	10.2%	18,266	1,073	5.6	16.1
DVRPC-NJ Region	**1,668,422**	**100%**	**203,429**	**1,219**	**5**	**15.7**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT Crash Records, 2018-2022.
† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

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Table 18: Bicycle- and Pedestrian-Involved Crashes and Low-Income Populations

Low-Income Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes †	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	94,643	5.7%	74	7.8	4.6	3.3
Above Average	182,163	10.9%	131	7.2	3.1	4.1
Average	632,636	37.9%	319	5	2.2	2.9
Below Average	758,980	45.5%	211	2.8	1.1	1.8
DVRPC-NJ Region	**1,668,422**	**100%**	**644**	**3.9**	**1.7**	**2.2**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT Crash Records, 2018-2022.
DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.
**Vulnerable Road Users (VRUs) include bicycle users and pedestrians*
***Killed and Severely Injured (KSI)*
† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 19: Bicycle and Pedestrian-Involved Crashes and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes †	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	272,023	16.3%	160	5.9	3.2	2.7
Above Average	273,210	16.4%	133	4.9	1.9	3
Average	952,941	57.1%	321	3.4	1.4	2
Below Average	170,248	10.2%	46	2.7	1.2	1.6
DVRPC-NJ Region	**1,668,422**	**100%**	**644**	**3.9**	**1.7**	**2.2**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT Crash Records, 2018-2022.
**Vulnerable Road Users (VRUs) include bicycle users and pedestrians*
***Killed and Severely Injured (KSI)*
† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Regional Transit Access

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

Program Investment and Community Impact Analysis

Evaluation of Geographic Allocation of Investments

Although several projects were excluded from the analysis due to their inability to be geographically mapped, conducting Geographic Information Systems (GIS) analysis is a best practice for evaluating the spatial distribution of TIP investments. A 50-foot buffer was applied to the mapped projects (points and lines) to help determine which communities are included or excluded from TIP investments.

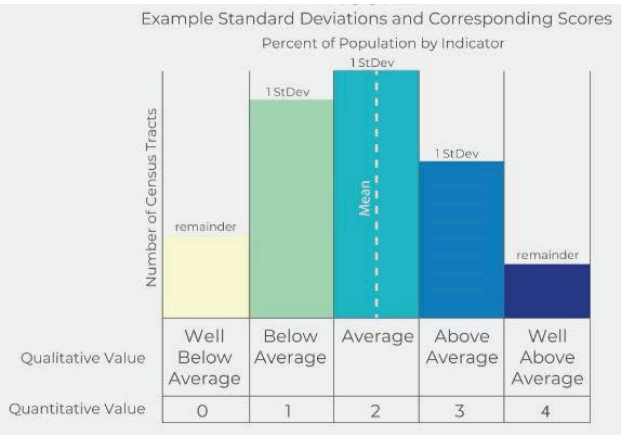
To understand the geographic distribution of TIP projects and assess Title VI compliance, DVRPC uses the Title VI Compliance Tool for the Greater Philadelphia Region. This tool identifies populations covered under Title VI using American Community Survey (ACS) 2018-2022 five-year estimates data, maps these populations in each of the census tracts in the region, and generates an Indicators of Potential Disadvantage (IPD) score, which is then used to ensure plans meet Title VI nondiscrimination requirements.

Based on the legal statute referenced at the beginning of this chapter, the Title VI analysis currently includes nine protected population groups:

1. People of Color
2. Ethnic Minority
3. Low-Income
4. Foreign-Born
5. Limited English Proficiency
6. Disabled
7. Older Adults
8. Female
9. Youth

The score calculation is determined by standard deviations relative to an indicator's regional average. This score classifies the concentration of the populations covered under Title VI and are present in every census tract in the region. The data for each of the indicators in this analysis are split into five bins: well below average (score of 0); below average (score of 1); average (score of 2); above average (score of 3); and well above average (score of 4). See Figure 3 below. A summary score of all nine indicators for each census tract (ranging from 0-36) is used to show regional concentrations of populations of interest under Title VI.

Figure 4: IPD Scoring Methodology



Source: DVRPC, 2025

Please visit www.dvrpc.org/webmaps/ipd/for further details about the Title VI Compliance Tool for the Greater Philadelphia Region.

Table 20 illustrates the investment distribution of 91 mappable projects with funding totaling slightly more than $2.972 billion over a 10-year period (FY26—FY35) for the DVRPC FFY2026 TIP for New Jersey. The mappable projects are organized by individual indicator scores for concentrations of Low-Income and Title VI protected classes.

Table 20: TIP Economic Investment Distribution (FFY26 – FFYY37)

Population	Cost (in millions)	Percentage of Investment (mappable projects only)
Low Income (Score)		
Well below average (0)	$ -	0.0%
Below Average (1)	$985.90	33.2%
Average (2)	$361.31	12.2%
Above Average (3)	$759.37	25.5%
Well Above Average (4)	$865.90	29.1%
All Title VI Indicators (Score)		
Well below average (0-7)	$ -	0.0%
Below Average (8-14)	$46.55	1.6%
Average (15-21)	$1,713.23	57.6%
Above Average (22-28)	$941.30	31.7%
Well Above Average (29-36)	$271.40	9.1%
Total Number of Projects	**Total 10-year Cost (FFY26 – FFY37) ($000)**	**Percentage of total investment**
Mappable Projects		
91	$2,972.47	15.3%
Unmappable Projects		
169	$16,415.12	84.7%
ALL PROJECTS (MAPPABLE AND UNMAPPABLE)		
261	$19,387.59	100%

Source: DVRPC, 2025

DVRPC is not able to assign IPD scores and/or population percentages to projects that are not mappable or that are located in census tracts that lack statistically significant residential census data, so those projects were excluded from the analysis. For example, most projects in the Transit Program are either systemwide, equipment related, or program line items with no mappable, physical locations. Fifteen percent of the unmappable projects are in the Transit Program. Projects that are in the Study and Development Program have no funding in the Highway or Transit Programs, so they are also excluded from the analysis. Most of the other unmappable projects are statewide programs that provide funding for improvements such as signal and guiderail replacements, consultant services, etc. As shown in Table 20, of the total 261 projects in this TIP, 169 are unmappable, totaling $16.415 billion of the funding for the 10-year period (FFY26—FFY35) of the DVRPC FFY2026 TIP for New Jersey. Unmappable projects make up 84.7% of the $19.387 billion TIP investment.

The economic investment analysis shown in Table 20 did not find that communities with higher populations of Title VI protected classes were excluded from investments programmed in the FFY2026 TIP for New Jersey. These values are further impacted by the fact that many transit network projects,

which reach a wide range of communities, are unmappable, including the Bus Acquisition Program, Rail Rolling Stock Procurement, Safety Improvement Program, and Preventative Maintenance

DVRPC will continue to work with regional stakeholders to ensure that all communities benefit from transportation investments.

Evaluation of Program Impacts on Community Conditions

Categorizing projects by their potential benefits or adverse impacts is an important aspect of community impact analysis. Knowing a project's impact type clarifies the likely implications of that project for the communities in its vicinity and helps project implementation staff prepare impact mitigation strategies.

Potential Impacts Based on Project Type

According to the United States Department of Transportation (US DOT), "adverse impacts" from transportation projects may include, but are not limited to, noise, water pollution, soil contamination, a denial of or a reduction in transportation services, increased difficulty in raising children in a safe and stable environment, and destruction of community cohesion, safety, or economic vitality.

The US DOT also encourages transportation agencies to maximize benefits afforded by transportation investments, including "economic opportunities, such as increased access to jobs, healthcare facilities, recreational activities, commercial activity, or any actions or project components that will help alleviate poverty, enhance safety, and primarily benefit families and communities by improving the quality of their lives, raising their standard of living, or enabling them to participate more fully in our economy" (Duffy 2025, p. 2).

DVRPC assigns a primary project type for each TIP project based on its project description and assigns project types into three levels of potential impact: high, medium, and low, as shown in Table 21.

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Table 21: TIP Project Type and Potential Impacts

Project Type	Potential Impact Level
• New Right-of-Way Roadway • Roadway Expansion	Projects of concern: High potential for adverse impacts
• Roadway and Bridge Maintenance • Bridge Repair or Replacement • Roadway New Capacity (minor) • Roadway Rehabilitation	Low potential for adverse impacts or is potentially beneficial
• Transit Improvements • Bike/Pedestrian Improvements • Signal/ITS Improvements • Streetscape • Intersection/Interchange improvements • Local County & Municipal Aid • Safety • Studies (such as those listed in the Study and Development Program)	Lowest potential for adverse impacts or is Inherently beneficial

Source: DVRPC, adapted from the Alan M. Voorhees Transportation Center at Rutgers University, 2025

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Table 22: TIP Project Type and Potential Impacts to Communities

Project Type	Potential Impact Level	Number of Projects in NJ FFY2026 TIP	Percentage of Projects in FFY2026 TIP	Percentage of Total FFY2026 TIP Investment
• Roadway New Capacity	Projects of concern: High potential for adverse impacts	7	2.7%	3.0%
• Bridge Repair/Replacement • Roadway Rehabilitation	Lower potential for adverse impacts/potentially beneficial	71	27.2%	33.8%
• Bicycle/Pedestrian Improvement • Intersection/Interchange Improvements • Local County & Municipal Aid • Signal/ITS Improvements • Streetscape • Transit Improvements	Low potential for adverse impact/inherently beneficial	116	44.4%	32.6%
• Other	Unknown or little-to-no potential for adverse impact/inherently beneficial	67	25.7%	30.6%
	TOTAL	261	100%	100%

Source: DVRPC, 2025

Community Impact Analysis Results

The impact analysis results in Table 22 indicate that the majority of funds programmed on this TIP support projects that do not have a high potential for negative impacts on nearby communities. The seven projects categorized in the analysis as "Projects of Concern" represent 2.7% of total projects and 3.0% of total programmed investment in this TIP, along with any projects in the "Other" category where impact is unknown.

There are seven projects classified in the "Projects of Concern" category, which consists of "Roadway New Capacity" projects. Projects within this category, while they may also provide benefits in terms of reduced travel time and increased access to opportunities, are considered to have a higher potential for adverse impacts such as noise, pollution, and destruction of community cohesion. Therefore, DVRPC works with regional planning partners to ensure that such impacts are addressed. For example, one project falling under this category is the Route 295/42/I-76 Direct Connection project, which accounts for

two of the seven Roadway New Capacity projects. This project aims to improve safety and reduce congestion by eliminating ramp movements on mainline I-295 as well as eliminating the merge of I-295 traffic with I-76 and NJ 42 traffic. Due to the project's expansion of single-occupancy vehicle facilities, DVRPC continues to work with NJ DOT, NJ Transit, Cross County Connection Transportation Management Association, and other stakeholders to implement strategies to complement the additional road capacity and mitigate community impacts as part of the regional Congestion Management Process (CMP). For example, expansion of the Avandale park-and-ride, construction of the Pennsauken commuter rail station, and installation of a variety of ITS equipment including adaptive traffic signals, dynamic message signs, and various cameras have been completed in coordination with this project.

Over 66% of the programmed funds have a "low" or "lower" potential for adverse impacts, with roughly half of those funds supporting "inherently beneficial" projects. "Inherently beneficial" projects provide benefits such as poverty alleviation, safety improvements, community enhancement, and congestion relief with low potential for the adverse impacts noted above.

There are 187 projects in the "Lower" and "Low" potential for adverse impact/inherently beneficial categories. Some specific examples of inherently beneficial projects include:

- Intersection Improvements to Clayton Road (CR610) and Franklinville Road/Corkery Lane (CR 612) (DB #D2504);
- Intersection Improvements to Paulsboro Road (CR 653) and Repaupo Station Road/Asbury Station Road (CR 684) (DB #2500);
- Circulation Improvements around Trenton Transit Center (DB #D2023);
- Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements) (DB #D1709);
- Transportation Alternative Set Aside: Greenwood Avenue Streetscape Project (DB #X107);
- Pedestrian and Bike Lane Improvements for Access to the Ashland PATCO Station (DB #X065);
- ADA South, Contract 4 (DB #1542);
- Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) Safety Improvements and Mobility Improvements for Cyclists and Pedestrians (DB #D1910);
- Northeast Corridor (NEC) Improvements (DB #T44); and
- Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DB #D1710)

TIP projects categorized as "Other" are often programs that set-aside funding for a subset of projects without specific geographic locations or that include funding not yet committed to specific projects at the time of TIP development. Some examples of projects categorized as "Other" include Program Implementation Costs, Legal Costs for Right of Way Condemnation, Planning and Research, Airport Improvement Program, Local Aid Consultant Services, and Storm Water Asset Management. See Chapter 8 for a full list of projects programmed in this TIP.

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Minimizing Adverse Impacts through Purposeful Planning

DVRPC is dedicated to ensuring all communities enjoy the benefits of transportation investments and identifying and addressing potential adverse impacts from transportation projects. This chapter's impact analysis was conducted at a regional level to identify possible negative effects on communities and to determine appropriate actions to mitigate them.

The DVRPC FFY2026 New Jersey TIP does not appear to have an overall potential adverse impact to communities. However, for projects with the potential for adverse impacts, one of the ways DVRPC can support mitigation efforts is by coordinating with the project sponsor to develop supplemental commitments as part of the regional Congestion Management Process (CMP), ensuring that the project team includes multimodal strategies to mitigate negative impacts within the project scope, such as signal upgrades and retiming, ITS systems, transit improvements, and pedestrian improvements, among other strategies.

Other actions DVRPC may pursue when adverse impacts are identified include:

- Re-evaluating the projects in the TIP with planning partners
- Assisting with additional planning and outreach to better understand community impacts and needs
- Exploring and implementing mitigation strategies
- Using this information to inform the next TIP update

DVRPC will continue to follow best practices to minimize adverse project impacts and ensure that all communities receive the benefits of transportation investments.

Better Engage the Public Early and Often in the Regional Planning Process

Public engagement throughout the planning process is an important part of avoiding and mitigating adverse impacts from transportation projects. DVRPC invites members of community organizations to participate in specific projects and on standing committees, such as the Public Participation Task Force (PPTF) and the Healthy Communities Task Force, to expand opportunities for engagement in the planning process. DVRPC's PPTF provides ongoing access to the regional planning and decision-making process; serves as a conduit for DVRPC information to organizations and communities; and assists with implementing public outreach strategies.

All members of the public are also encouraged to join a scheduled NJDOT public information center (PIC) to learn more about any NJDOT sponsored project that they are interested in at www.nj.gov/transportation/community/meetings. More broadly, members of the public are encouraged to engage with local municipalities, county planners, DVRPC, and NJDOT in the early stages of problem identification and project development.

National Environmental Protection Act (NEPA)

NJDOT evaluates potential adverse impacts as part of the NEPA process. This analysis identifies and discusses both direct impacts and indirect/cumulative effects that would result from a given project, then determines if there are potential adverse effects on communities. If it is determined that there are adverse impacts that cannot be offset by project benefits, where feasible, strategies to minimize those

effects are incorporated into the project. Appendix F contains various maps that illustrate mappable highway and transit projects in the TIP along with Title VI protected classes. Although the NEPA process is focused on avoiding and mitigating adverse impacts of transportation projects, it is also important to recognize the clear benefits of many projects on the TIP for the communities where the projects are located.

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Chapter 4: Performance-Based Planning and Programming

Background

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

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

- Safety
- Infrastructure Preservation
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

The FHWA has established three performance measure regulations that cover roadway safety (PM1), bridge and pavement condition (PM2), and system performance (PM3). PM 3 addresses system reliability, freight reliability, and air quality. The FTA has established performance measures for Transit Asset Management (TAM) and Transit Safety.

State DOTs and transit agencies are required to establish targets for each performance measure and report progress toward the target, with the exception of the Urban Area (UA) measures (PM 3 air quality) for which DOTs and MPOs contribute to establishing a unified target. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets, or develop their own regional targets. DVRPC has memoranda of agreements with various pertinent planning partners, including state DOTs, transit operators, and other MPOs, for each of the performance measure areas. The agreements outline how the planning partners will select and report performance targets and the reporting of performance.

As a bi-state MPO, DVRPC must plan and program projects to contribute toward separate sets of targets: one set for each state in which the Planning Area boundary extends. DVRPC has agreed to support the PM2 and PM3 targets set by PennDOT and NJDOT, respectively, as well as the respective transit agencies' Transit Asset and Transit Safety targets. For PM1, Roadway Safety, DVRPC has set its own target based on DVRPC's Regional Vision Zero 2050 goal. If an MPO adopts regional targets, they must adopt targets that cover the entire MPO region.

There are multiple performance measures established within the three FHWA performance measure areas. Each performance measure grouping has different requirements for reporting and updating performance

targets. Table 23 summarizes these measures, the geography for which they are being reported, the facilities included, and the update frequency.

Table 23: FHWA Performance Measures Summary

Goal Area	Performance Measure	Geography	Network	Reporting Frequency
PM1 Roadway Safety	Number of Fatalities	Statewide or Regional	All Roads	Annual
	Fatality Rate (per 100 million VMT)			
	Number of Serious Injuries			
	Serious Injury Rate (per 100 million VMT)			
	Number of Non-Motorized Fatalities and Serious Injuries			
PM2 Bridge and Pavement Condition	Good Pavement Lane Miles	Statewide or Regional	Interstates and National Highway System (NHS)	Two-Year Interim Target, Four-Year Target
	Poor Pavement Lane Miles			
	Good Bridge Deck Area		NHS	
	Poor Bridge Deck Area			
PM3 System Performance	Person Miles Traveled with Reliable Travel Times (%)	Statewide or Regional	Interstates and NHS	Two-Year Interim Target, Four-Year Target
	Truck Travel Time Reliability Index		Interstates	
	Percentage Non-SOV Travel	UA with a population over 200,000	All UAs (via ACS)	
	Annual Hours of Peak Hour Excessive Delay (PHED) per Capita		All NHS roads within UAs, AM and PM Peak Periods	
	CMAQ Emissions Reductions	Statewide and Regional	CMAQ Projects	

Source: DVRPC, 2025

On the transit side, the FTA has established performance measures for Transit Asset Management and Transit Safety. Table 24 has a summary of these measures. FTA regulations establish a strategic and

systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The performance management requirements are a minimum standard for transit operators.

Table 24: FTA Performance Measures Summary

Goal Area	Performance Measure	Assets/Geography	Reporting Frequency
Transit Assets	Percentage of Rolling Stock Meeting or Exceeding the Useful Life Benchmark	Revenue Vehicles	Annual
	Percentage of Support Equipment Meeting or Exceeding the Useful Life Benchmark	Non-Revenue Vehicles	
	Percent of Facilities Rated Below 3 on the TERM Scale	Passenger, Administrative, and Maintenance Facilities	
	Percent of Track Segments with Performance Restrictions	Rail Track	
Transit Safety	Fatalities (Total and Number per Vehicle Revenue Mile)	Entire Transit Agency Service Area	Annual
	Injuries (Total and Number per Vehicle Revenue Mile)		
	Safety Events (Total and Number per Vehicle Revenue Mile)		
	System Reliability (Mean Distance in Miles between Major Service Failures)		
	Assaults on Transit Workers (Total and Number per Vehicle Revenue Mile)		

Source: DVRPC, 2025

Historic data for the metrics tracked through TPM are included in DVRPC's *Tracking Progress* website: https://www.dvrpc.org/trackingprogress/. *Tracking Progress* is an interactive dashboard tracking several metrics to gauge progress towards achieving the vision established in DVRPC's long range plan. Each metric includes a time series analysis to track data trends at different scales, including the regional level, county level, and by UA or transit agency, depending on the metric. The dashboard tracks actual performance for each of the performance measures via the following metrics:

- Safety
- Bridge Conditions
- Pavement Conditions
- System Reliability
- Transit Conditions
- Transportation Safety

The following sections of this chapter will provide more information on each performance measure and their associated targets, as they pertain to the region. For more information about the development and implementation of TPM policy and rulemaking, see www.fhwa.dot.gov/tpm. To view the latest TPM targets and performance for DVRPC, visit www.dvrpc.org/tpm.

Highway Safety Performance Measures ("PM1")

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

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

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

DVRPC Regional Safety Targets

DVRPC has adopted regional safety targets in support of the Regional Vision Zero 2050 program. Regional Vision Zero provides the context for more meaningful and substantive strategies to improve safety systemwide. If an MPO adopts regional targets, they must adopt targets that cover the entire MPO region. The adopted regional safety targets capture fatal and suspected serious injury data for the combined nine-county, bi-state DVRPC region as required by the FHWA.

These targets are informed by the Regional Vision Zero 2050 trend line, updated with new data and careful consideration of previous trends, recently constructed projects, and the current socioeconomic environment. The targets are the result of a collaborative process conducted with DVRPC partners. The targets satisfy federal requirements and are consistent with New Jersey's goal to achieve zero deaths on all New Jersey public roads by 2050. This long-term safety vision requires time to change attitudes and behaviors, while perpetually constructing infrastructure improvements that reduce the frequency and severity of crashes. DVRPC agrees to plan and program projects that contribute toward meeting or exceeding the regional safety targets.

Measures are for all public roads regardless of functional classification or ownership, and each target is based on a five-year rolling average, which is the average of five individual, consecutive points of data. Crash records are used to determine whether actual performance met or made significant progress towards a previously adopted target. If an MPO adopts regional targets, it must submit a progress report to the respective state DOT. State DOTs report baseline values, targets, and progress toward meeting the targets to FHWA in an annual safety report. FHWA will determine whether a state has met or made significant progress

toward its safety performance targets. A state is considered to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance. The performance (actual) data is also the baseline, or the basis, for the new targets.

If a state has not met or made significant progress toward meeting its targets, the state must comply with the provisions set forth in 23 USC 148(i) for the subsequent fiscal year. The state is required to use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects, and submit an HSIP Implementation Plan that describes actions the state will take to meet or make significant progress toward meeting its targets. The HSIP Implementation Plan should guide the state's project decisions so that the combined 148(i) provisions lead to the state meeting or making significant progress toward meeting its safety performance targets in subsequent years.

As part of the IIJA and the National Roadway Safety Strategy, the FHWA issued new guidance to help states better protect "vulnerable road users," that is pedestrians, cyclists, and people who use wheelchairs. Per the Vulnerable Road User Special Rule, if the total annual fatalities of vulnerable road users in a state represents at least 15 percent of the total annual crash fatalities in the state, that state is required to obligate at least 15 percent of HSIP funds for the following fiscal year for highway safety improvement projects to address the safety of vulnerable road users. The guidance requires Vulnerable Road User Safety Assessments developed by states to identify areas of "high risk" informed by demographic and performance data developed in consultation with local governments. NJDOT is beholden to the rule and has begun its outreach to affected communities. DVRPC has been included in this process.

Coordination and Progress Toward Highway Safety Targets

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

The New Jersey SHSP continues to support the national vision for highway safety—*Toward Zero Deaths: A National Strategy on Highway Safety*. Reaching zero fatalities will require time and significant effort by different partner agencies, and therefore, federal guidance requires setting and meeting annual targets to monitor and gauge progress towards the long-term goal of zero deaths. Annual targets must be data driven, realistic, and achievable to help agencies better utilize their safety resources to achieve the greatest reduction in fatalities and serious injuries over time. The current SHSP sets a statewide goal to reduce serious injury and fatal crashes by three percent annually.

NJDOT and the DVRPC Board are committed to directing resources to infrastructure-related safety strategies and diligently strive to drive down fatalities and serious injuries with an ultimate safety vision of zero deaths. The New Jersey SHSP will continue to guide the development of safety projects and allocation of HSIP funding and other resources to reduce highway fatalities and serious injuries on New Jersey's public roadways. Currently, highway safety improvement projects funded with HSIP funds are required to adhere to one or more safety emphasis areas within the New Jersey SHSP: intersections, driver behavior, lane departure, data, equity, pedestrians and bicyclists, and other vulnerable road users. HSIP-funded projects

must also adhere to performance-based goals, focusing resources on areas of greatest need and potential for the highest rate of return on the investment of HSIP funds on all public roads. There are also various federal funding opportunities besides HSIP funds (e.g., Surface Transportation Block Grant Program–Philadelphia [STBGP-PHILA]) that can help support safety goals.

The *Update: Connections 2050* Long-Range Plan aims to invest two percent of total roadway revenues in New Jersey on projects that are solely focused on substantive safety improvements. The bulk of the Plan's reasonably anticipated roadway funds will be spent on roadway system preservation projects (54 percent in New Jersey), which will also have safety benefits. Long-term funding allocation may not reflect the TIP from cycle to cycle as projects are programmed in the TIP based on project readiness, funding availability, and other factors.

DVRPC has incorporated the Regional Vision Zero policy into the work of the Regional Safety Task Force (RSTF), reframed to embrace FHWA's safe system approach. These holistic changes help to advance our safety culture and increase the priority of safety initiatives. In 2023 DVRPC launched the Regional Vision Zero 2050 program using a Safe Streets and Roads for All (SS4A) grant. This effort includes close coordination with county-partner sub-awardees to collaboratively develop the plan, which also includes engagement with municipal partners. DVRPC continues to include crash analyses in work program projects to advance substantive infrastructure safety improvements. The DVRPC region has received 22 SS4A grants over the short life of this program. This includes two grants for DVRPC, as well as grants for Burlington County, Mercer County, and Camden City. The remaining grants have gone to municipal governments. For a list of competitive grant awards in the DVRPC region, see www.dvrpc.org/pdf/summaryofiijaawardstothedvrpc%20region.pdf.

As part of the Regional Vision Zero program, DVRPC has developed a Regional High Injury Network (RHIN), the result of a data-driven process designed to show where killed and severe injury (KSI) crashes and bicyclists and pedestrian crashes have occurred, both using reportable crash data from 2017-2021 (NJ) and 2018-2022 (PA). DVRPC published the RHIN in advance of the Regional Vision Zero Safety Action Plan release to support local safety planning.

The 2022 Transportation Safety Analysis and Plan (TSAP) is the current regional safety planning document informing safety work across the Greater Philadelphia area. Close collaboration with partners helps to raise the profile of regional safety needs and connects them to funding opportunities.

In New Jersey, DVRPC-led safety planning efforts include two completed and two scheduled Road Safety Audits covering all four counties, funded by NJDOT. The completed RSA's are now advancing into the HSIP Local Safety Program application process. In Trenton, this has included a Complete Streets Design Handbook, as well as various published and upcoming plans relating to the bike network, trails planning, and Vision Zero. Other studies include the Brown Mills Bicycle and Pedestrian Action Plan and Harrison Avenue Pedestrian Road Safety Audit. To strengthen communication and coordination efforts, various technical safety experts and planning staff from the MPOs and NJDOT meet regularly to discuss HSIP project advancement and performance measure targets and goals. The projects funded in the TIP will continue to make progress toward target achievement. At the NJDOT statewide and DVRPC regional levels, projects and programs are selected for HSIP funding to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads in the state to support achieving safety targets. The TIP includes various HSIP-funded safety projects and programs in the DVRPC Regional Highway Program and the Statewide Program to make progress toward safety targets. As noted below, numerous projects that are not HSIP-funded will also implement safety improvements that will support achieving safety targets.

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

DVRPC, county and city partners, and NJDOT staff work together to develop safety projects at these locations. These projects are noted in Table 25. Potential projects are evaluated by using the Highway Safety Manual to ensure the identified safety improvement will have a positive benefit/cost ratio that meets NJDOT standards. In July 2015, NJDOT established a Systemic Pilot Program for Roundabouts to provide counties an opportunity to implement at least one modern roundabout on local roadways in each county. Burlington and Camden counties in the DVRPC region have taken this opportunity.

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

- **Highway Safety Improvement Program Planning (DB #09388)** is an annual program for Safety Management System and Rail-Highway safety improvement projects. Through the guidance of the HSIP (23 CFR 924), it identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways.

- **Motor Vehicle Crash Record Processing (DB #X233)** is an annual program that provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction) process.

- **NJDOT's Rail Highway Grade Crossing Program, Federal (DB #X35A1)** is intended to eliminate hazards at rail-highway grade crossings, rehabilitate grade crossing surfaces, and install protective warning devices for roadways.

- **Safety Programs (DB #19370)** is an annual program to support HSIP eligible Safety Engineering Projects and pedestrian safety improvement projects, including engineering, right-of-way acquisition and construction activities intended to reduce fatalities and serious injuries on New Jersey roadways.

- **Utility Pole Mitigation (DB #15344)** is an annual program that seeks to identify and mitigate locations with incidents of high recurring utility pole accidents throughout New Jersey.

Many other TIP projects funded with federal non-HSIP funds will provide safety benefits to the roadway system, such as CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement (DB #D2201) in Burlington County. HSIP or STBGP-PHILA (whichever is determined to be appropriate) funding for the project will be explored as the project advances through design. Resurfacing, guiderail and vegetation maintenance, and bridge improvement projects are all expected to provide safety improvements and help decrease fatality and serious injury crashes.

Table 25: Local Safety Roadway Projects in the TIP

SPONSOR	DB #	PROJECT TITLE AND MUNICIPALITY	SHSP EMPHASIS AREA	PHASE	Federal Fiscal Year	COST (In Millions)
Burlington County	04314	Systemic Roundabout at CR 541 (Stokes Road) & CR 648 (Willow Grove Rd) in Shamong Township	Intersections	CON	2024	$2.5 HSIP
Camden County	16319	Route 30, Gibbsboro Road (CR 686) in Clementon Boro and Lindenwold Boro	Intersections	ROW, CON	2026, 2028	$10.3 HSIP
Mercer County	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave in Ewing Township and Trenton City	Multimodal	CON	2027-2033	$25.24 STBGP-TRENTON

Source: DVRPC, 2025

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

Infrastructure (Pavement and Bridge) Performance Management Measures Rule ("PM2")

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program (NHPP) was published in the Federal Register (82 FR 5886) on January 18, 2017, and became effective on February 17, 2017. It established performance measures for all state DOTs to use to carry out the NHPP and to assess the condition of pavements on the Interstate system; pavements on the NHS (excluding the Interstate system); and bridges carrying the NHS, which include on- and off-ramps connected to the NHS. This rule established six measures related to the condition of the infrastructure on the NHS, commonly known as PM2:

- Percentage of Interstate pavements in good condition
- Percentage of Interstate pavements in poor condition
- Percentage of Non-Interstate NHS pavements in good condition
- Percentage of Non-Interstate NHS pavements in poor condition
- Percentage of NHS bridges by deck area classified in good condition
- Percentage of NHS bridges by deck area classified in poor condition

The current regulations are found at 23 CFR 490 Subpart C and Subpart D. Targets are established for these measures as part of a four-year performance period; the first was 2018 to 2021. This TIP includes projects that will impact the third four-year performance period of 2026 to 2029.

Pavement Infrastructure Targets

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

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

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

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

The federal Infrastructure PM Rule requires that less than five percent of Interstate miles be considered in poor condition to meet the federal threshold for pavement condition. If pavement conditions on the Interstate system fail to meet the federal minimum condition thresholds in the most recent year of the State biennial report, the state DOT must comply with the provisions set forth in 23 USC 119(f) for the subsequent fiscal year. The state must use obligation authority to transfer a portion of State Transportation Planning (STP) funds to the NHPP for maintenance projects to address interstate pavement conditions, and it must submit a Transportation Asset Management Plan (TAMP) that describes actions the state will take to meet or make significant progress toward meeting its targets. The TAMP should guide the state's project decisions to meet or make significant progress toward meeting its infrastructure performance targets in subsequent years.

Similarly, if a state has not met or made significant progress toward meeting its targets on the Non-Interstate NHS system, the state DOT must submit a TAMP that describes actions the state will take to meet or make significant progress toward meeting its targets. The TAMP should guide the state's project decisions to meet or make significant progress toward meeting its infrastructure performance targets in subsequent years.

Bridge Infrastructure Targets

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

FHWA's performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good and poor condition by deck area on the NHS. A structure's overall condition rating is

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

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

Coordination and Progress Toward Pavement and Bridge Infrastructure Targets

NJDOT continues to hold stakeholder meetings and workshops that include the assessment and analyses of the state NHS network pavement and bridges and the State Highway System pavement and bridges as well as discussions related to performance measures, targets and target setting approach, SGR objectives, issues, and challenges. Since a significant amount of the NHS in the state is owned by other jurisdictions, stakeholders include non-NJDOT NHS owners. The MPOs in New Jersey assist NJDOT with the collection and dissemination of data to the non-NJDOT NHS owners. The MPOs have agreed to use the infrastructure targets that NJDOT established and to adopt the statewide federal TPM infrastructure targets.
State DOTs must submit interim and full term (two- and four-year) progress reports for the PM2 performance measures to demonstrate whether they have met or made significant progress toward meeting the targets. If a state has not met the federal threshold for bridge conditions for three consecutive years, the state DOT is required to obligate and set aside NHPP funds for eligible NHS bridge projects. The set-aside will remain in effect until the state meets the threshold of less than 10 percent of bridge deck area classified as structurally deficient.

NJDOT has continuously engaged with the state's three MPOs during the TAMP development process, enabling the department to inform, collaborate, and coordinate with all NHS owners to obtain condition data and investment information. In 2022, NJDOT updated its TAMP, which adopted transportation asset management as the official institutional approach to preserve infrastructure assets. The policy reflects the department's commitment to apply a performance-based approach to managing transportation system performance outcomes. Transportation Asset Management is the application of this approach to manage the condition of infrastructure assets. The TAMP documents the risk-based approach for management of the NHS and State Highway System assets in New Jersey, identifies SGR Objectives for assets, and outlines investment strategies that will help achieve these objectives. The TAMP represents NHS assets, regardless of ownership.

The DVRPC region remains dedicated to system preservation for pavement and bridges. The current TIP and DVRPC Long-Range Plan continue the emphasis on analysis related to transportation system preservation needs and funding, aligned with supporting the pavement and bridge condition performance targets, which in turn informs the fiscally constrained list of projects included in the Long-Range Plan and TIP. Pavement and bridge preservation projects comprise just over half (54 percent) of the region's Highway Program funded in the Long-Range Plan. Long-term funding allocation may not reflect the TIP from cycle to cycle as projects are programmed in the TIP based on project readiness, funding availability, and other factors

Pavement Projects and Programs in the TIP:

In the First-Four Years of the TIP, nearly $68.75 million or 5.3 percent of the DVRPC Regional Highway Program funds (excluding STATE-DVRPC funds) is programmed on pavement rehabilitation projects, including, but not limited to the following projects:

DB #	Title
15396	Route 168, Route 42 to CR 544 (Evesham Road)
18386	Route 44, Barker Avenue to Billingsport Road/Swedesboro (CR 653)
D2501	Chews Landing Road (CR-638) Roadway Improvements
D2203	CR 551 (Broadway) Elevation, Little Timber Creek to Route 130
D0302	Burlington County Roadway Safety Improvements
D0401	Gloucester County Roadway Safety Improvements
D0410	Camden County Roadway Safety Improvements
X51	Pavement Preservation*
24385	Route 1, Route 29 to Perry Street
24360	Route 27, Route 206 to Snowden Lane/Riverside Drive West
18353	Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)*Statewide program not included in total

Bridge Projects and Programs in the TIP:

In the First-Four Years of the Draft TIP, nearly $319.38 million or 24.6 percent of the DVRPC Regional Highway Program funds (excluding STATE-DVRPC funds) is programmed on bridge repair/replacement/rehabilitation projects including, but not limited to the following projects:

DB #	Title
03304	Bridge Deck/Superstructure Replacement Program*
11326A	Route 76, Bridges over Route 130
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements
14348	Route 45, Bridge over Woodbury Creek
15317	Route 64, Bridge over Amtrak
15324	Washington Turnpike, Bridge over West Branch of Wading River
15385	Route 38, Nixon Drive to Route 295 Bridge
16335	Route 206, Bridge over Springers Brook
16336	Route 1B, Bridge over Shabakunk Creek
16339	Route 130, Bridge over Millstone River
16340	Route 130, Bridge over Main Branch of Newton Creek
16342	Route 73 and Ramp G, Bridge over Route 130
17412	North Olden Avenue (CR 622), Bridge over Amtrak
17419	Route 1, Alexander Road to Mapleton Road
18305	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)
D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)
D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)
D2018	Bridge No. C4.13 over Parkers Creek on Centerton Road
D2202	CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement

D2216 Porchtown Road (CR 613) Bridge over Still Run at Iona Lake
L064 Route 206, South Broad Street Bridge over Assunpink Creek
D2404 Camden White Horse Bridge/PATCO
*Statewide program not included in total

The NJDOT FFY2025 Transportation Capital Program totals $4.852 billion and is funded primarily by the State Transportation Trust Fund (TTF), federal, and third-party resources. It includes the following projects that support the attainment of pavement and bridge condition performance targets.

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

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

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

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

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

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

System Performance (NHS, Freight, CMAQ) Performance Management Measures ("PM3")

The FHWA final rule for the National Performance Management Measures; Assessing Performance of the NHS, Freight Movement on the Interstate System, and CMAQ was published in the Federal Register (82 FR 5970) on January 18, 2017, and became effective on May 20, 2017. The measures in this third and final rule are used by state DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate system; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ Program. These system performance measures are collectively referred to as PM3 measures.

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

TTR:

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

CMAQ Congestion:

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

CMAQ Emissions Reduction:

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

Travel Time Reliability (TTR) Targets

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

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

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

Authority, and FHWA-New Jersey, had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches for the PM3 measures.

Freight/Truck TTR Targets

The national system performance measure for freight is the Truck TTR Index and is required for Interstate highways on the NHS only. This measure is similar to the TTR measure and metric described above, but it is focused primarily on truck traffic. This metric is averaged for all Interstate Road segments in the state and weighted by distance, resulting in the Truck TTR Index for the state. Unlike the TTR measures, there is no "threshold" that determines whether a segment is reliable or unreliable for trucks.

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

CMAQ Congestion Targets

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

CMAQ Congestion has two measures for applicable urbanized areas:

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

- **Non-Single-Occupant Vehicle (SOV) travel on the NHS:** Non-SOV travel may include travel via carpool, vanpool, public transportation, commuter rail, walking, or bicycling, as well as telecommuting. The actual rule containing all the details is found in 23 CFR 490.707(b).

Both two- and four-year targets are required from the base year for the PHED per Capita and Percentage of Non-SOV measures.

CMAQ Emissions Reduction Targets

Federal Congestion Mitigation and Air Quality (CMAQ) funded projects reduce congestion and improve air quality. State DOTs whose geographic boundaries include any part of a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter are required to establish two- and four-year targets for the quantifiable pollutants that are reduced through transportation projects funded through the CMAQ program. State DOTs establish targets for the entire state and MPOs can support state targets or develop MPO targets. Targets for the performance period represent the cumulative pollutant reductions from CMAQ funded projects:

- On-road mobile source emissions reduced through the CMAQ program for the Ozone precursors Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOCs), Fine Particulate Matter (PM2.5), and Carbon Monoxide (CO). CO is required in Pennsylvania only.

Coordination and Progress Toward TTR and Freight/Truck TTR Targets

DVRPC is committed to improving reliability on roadways within its region in New Jersey. DVRPC staff work with NJDOT and county, city, and transit partners to develop projects that will improve TTR and help meet state targets. DVRPC proactively seeks to include freight as a primary planning factor through its Long-Range Plan and TIP development as well as through the conduct of technical studies. DVRPC's goal is to serve the region's freight stakeholders and maintain the Philadelphia-Camden-Trenton region as an international freight center. At the forefront of DVRPC's Freight Planning Program is the Delaware Valley Goods Movement Task Force, a broad-based freight advisory committee that provides a forum for the private- and public-sector freight community to interject its unique perspectives on regional plans and specific projects.

The CMP is another key component of DVRPC's commitment to improving TTR. DVRPC facilitates a CMP Planning Advisory Committee that is part of an overall, systematic, and ongoing process to determine where traffic congestion exists, identify causes, prioritize congested locations according to congestion and other CMP objective measures, and help develop strategies to reduce congestion and improve reliability.
PM3 performance measures are mapped by roadway segments where data is available and used to inform the CMP process. Reliability is measured by LOTTR and Planning Time Index (PTI). PTI is a measure of roadway reliability defined as the ratio of the 95th percentile peak-hour travel time to the free-flow travel time (uncongested travel time) to better understand which CMP corridors are more or less reliable than others.

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

DVRPC proactively seeks to include freight as a primary planning factor through its Long-Range Plan and TIP as well as the conduct of technical studies. One of DVRPC's goals is to serve the region's freight stakeholders and maintain the Greater Philadelphia region as a premier freight transportation gateway.

The FAST Act established–and the IIJA/BIL continued–the NHFP to improve the efficient movement of freight on the NHFN. NHFP's eligibility criteria require that a project contribute to the efficient movement of freight and be identified in the state's freight investment plan. States may use up to 10 percent of NHFP funding each year for public or private freight rail, water facilities (including ports), and/or intermodal facilities. In the TIP, notable projects programmed with federal NHFP and NHPP funds in the DVRPC New Jersey region are as follows (in addition to paving projects):

- **Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E)** is one of the last major construction contracts to relieve an existing bottleneck at an interchange and improve safety by providing direct connections among multiple highways.
- **Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) (DB #18313)** is a project carried over from the current FFY2024 TIP that will relocate access to NJ 42 ramps further down CR 753 and provide sufficient lane configurations to accommodate freight movement.
- **Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements (DB #12307)** will reconfigure Route 38 and South Church Street/Fellowship Road to improve congestion, improve safety, and ensure ADA compliance throughout the intersection. The project includes replacing and widening the Church Street Bridge and addressing deficiencies in sidewalk, curbs and curb ramps. The existing shoulders and auxiliary lanes will be brought into compliance with NJDOT standards.
- **Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections (DB #12380)** will improve operational and safety conditions within the Route 73 corridor, including a pedestrian overpass, utility relocations, ROW acquisitions, ramp relocations, and roadway realignment.
- **Route 73, Dutch Road to Route 70 (DB# 13319)** will address congestion and safety issues within the project limits through the widening of Route 73 to three through lanes in each direction, increasing approaches at the intersections of Route 73 and Brick Road and Route 73 and CR 544, and removing the unsignalized Route 73 southbound left turn to Commonwealth Drive. Additional sidewalks will be included in the proposed project to complete the gaps in the existing sidewalk network.
- **Route 295 and Route 38 Interchange Operational Improvements (DB #21311)** will address significant congestion on Route 38 from Duffy's Drive to Route 295, along with insufficient turning movement queues.
- **Pavement Preservation (DB #X51)** will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads.

Further, the annual **New Jersey Rail Freight Assistance Program (DB #X34)** in the Statewide Program provides State Transportation Trust Fund dollars for the rehabilitation and improvement of key elements of the New Jersey rail freight network. NJDOT and NJ TRANSIT sponsor numerous statewide programs that improve TTR. Many of these are funded through the CMAQ Program further detailed in this document's section 4.3 System (NHS, Freight, CMAQ) Performance Management Measures ("PM3") under "Progress toward CMAQ Congestion and Emissions Reductions Targets."

NJDOT's Statewide Freight Plan, approved in 2023, identifies improving reliability and efficiency as one of its goals. This plan provides a well-defined blueprint for NJDOT investment, identifying discrete projects that

immediately address critical freight system improvements. It also includes a fiscally constrained freight investment plan that identifies and prioritizes freight-related transportation projects. The Truck TTR Index was one of four factors that were used for project prioritization.

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

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

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

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

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

FFY2025 NJDOT LFIF AWARDS ($7.46 MILLION TOTAL):

- $850,000 for Resurfacing of Industrial Highway in Cinnaminson Township, Burlington County
- $850,000 for Eayrestown Road Improvements in Lumberton Township, Burlington County
- $460,000 for Improvements to Harding Ave and Benigno Blvd in Bellmawr Borough, Camden County
- $4,000,000 for Camden Port Roads Reconstruction of Mechanic Street, Locust Street, and Jefferson Street in Camden City, Camden County
- $1,000,000 for Stokes Avenue Resurfacing in Ewing Township, Mercer County
- $300,000 for East Sixth Ave Road Improvements in Hamilton Township, Mercer County

FFY2024 NJDOT LFIF AWARDS ($7.25 MILLION TOTAL):

- $1,500,000 for the Haines Industrial Center Mobility Project in Burlington County
- $490,000 for Railroad Ave Resurfacing in Florence Township, Burlington County
- $1,000,000 for Haag Avenue & Regina Way Improvements in Bellmawr Borough, Camden County

- $2,000,000 for Improvements to Holtec Boulevard/Morgan Street in Camden City, Camden County
- $1,500,000 for Improvements to Jersey Avenue in Camden County
- $570,000 for Improvements to Old Egg Harbor Road in Gibbsboro Borough, Camden County
- $190,000 for Birch Creek Road Improvements in Logan Township, Gloucester County

FFY2023 NJDOT LFIF AWARDS ($8.223 MILLION TOTAL):

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

FFY2022 NJDOT LFIF AWARDS ($7.650 MILLION TOTAL):

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

FFY2021 NJDOT LFIF AWARDS ($3.328 MILLION TOTAL):

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

FFY2018 NJDOT LFIF AWARDS ($9.990 MILLION TOTAL):

- $2.1 million for the Rising Sun Road-Dunns Mill Road Connector Road in Bordentown Township, Burlington County
- $850,000 for Charles Street Roadway Improvements in Gloucester City, Camden County
- $4 million for Route 44 Truck Bypass and DuPont Port Access Road in Gloucester County

- $2 million for the Paulsboro Marine Terminal Spine Road Grading, Paving and Striping Project in Gloucester County
- $300,000 for the reconstruction of Commerce Boulevard in Logan Township, Gloucester County
- $740,000 for the Paulsboro-Greenwich Township Truck Route Improvements in Paulsboro Borough, Gloucester County

FFY2011 USDOT TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER) AWARD ($18.5 MILLION TOTAL):

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

Coordination and Progress Toward CMAQ Congestion Targets

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

In the case of the Philadelphia PA-NJ-DE-MD Urban Area ("Philadelphia Urban Area"), this means that DVRPC collaborated with the Lancaster County Transportation Coordinating Committee (LCTCC), North Jersey Transportation Planning Authority (NJTPA), South Jersey Transportation Planning Organization (SJTPO), Wilmington Area Planning Council (WILMAPCO), Pennsylvania Department of Transportation (PennDOT), New Jersey Department of Transportation (NJDOT), Delaware Department of Transportation (DelDOT), and Maryland Department of Transportation (MDOT) in developing and agreeing on a common congestion measure baseline and targets for the Philadelphia Urban Area. For the Trenton, NJ, Urban Area, DVRPC collaborated with NJDOT. Since there is a portion of the New York-Newark NY-NJ-CT Urban Area ("New York Urban Area") in Mercer County, New Jersey, within the DVRPC region, DVRPC also collaborated with the NJTPA, the New York Metropolitan Transportation Council (NYMTC), NJDOT, the New York State Department of Transportation (NYSDOT), and others to adopt a common congestion measure baseline and targets for that urban area. For the Allentown-Bethlehem-Easton PA-NJ Urban Area, DVRPC coordinated with the Lehigh Valley Planning Commission (LVPC), NJTPA, and state DOTs.

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

Coordination and Progress Toward CMAQ Emissions Reduction Targets

DVRPC has coordinated emissions reduction target setting with NJDOT to establish emissions reduction targets from CMAQ-funded projects in the relevant portions of the DVRPC planning area. NJDOT has developed state-level emissions reductions targets that account for emissions reductions at the MPO level. If the states and MPOs do not meet the two-and-four-year targets, they are able to adjust the targets and evaluate future CMAQ investments that may improve progress towards meeting the targets.

DVRPC continues to select projects and programs that have a positive air quality benefit in terms of reducing mobile source emissions to help the DVRPC region and the State of New Jersey meet two- and four-year targets for traffic congestion and on-road mobile source emissions. The latest FFY2020 Competitive CMAQ Program that DVRPC administered throughout CY20 to CY21 selected various projects that will support the CMAQ Congestion and Emissions Reductions Targets; these projects were approved in May 2021 by the DVRPC Board for authorization in FFY22, FFY23, or FFY24. See https://www.dvrpc.org/cmaq/.

There are also intersection/interchange improvement projects (totaling $366.1 million over the First-Four Years) and signal/ITS improvement projects ($3.2 million over the First-Four Years) on the TIP's Highway Program that will help meet these targets, accordingly.

INTERSECTION/INTERCHANGE IMPROVEMENTS ON THE TIP

DB #	Title
355E	Route 295/42/I-76, Direct Connection, Contract 4
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements
13319	Route 73, Dutch Road to Rt 70
15302	Route 41 and Deptford Center Road
17419	Route 1, Alexander Road to Mapleton Road
18313	Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)
D2018	Bridge No. C4.13 over Parkers Creek on Centerton Road
D2014	CR 622 (North Olden Avenue), NJ 31 (Pennington Road) to New York Avenue
D2504	Intersection Improvements to Clayton Road (CR610) and Franklinville Road/Corkery Lane (CR 612)
D2505	Bridgeton Pike (SR 45) and Berkley Road Mantua Boulevard (CR 632) Intersection Improvements
12380	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections
21311	Route 295 and Route 38 Interchange Operational Improvements

SIGNAL/ITS IMPROVEMENTS ON THE TIP

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

DVRPC will continue to promote and develop projects and programs with air quality and congestion benefits to its counties and planning partners. Much of the congestion within the DVRPC region occurs on state-owned and maintained highways, which are part of the NHS. Therefore, NJDOT has invested a significant number of resources in congestion relief programs statewide. Congestion relief is also one of the focus areas in NJDOT's Capital Investment Strategy. Per the Statewide Capital Investment Strategy 2023 Update, almost $5.213 billion (approximately 18 percent) of annual capital investments go toward mobility and congestion

relief projects in FYs 2023-2027. Progress is being made toward meeting the congestion relief and on-road mobile emissions reductions targets. Besides the DVRPC local CMAQ Program and examples of projects above, NJDOT and NJ TRANSIT have several statewide programs that help reduce emissions (as well as congestion) throughout the state. These are listed below.

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

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

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

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

Transit Asset Management (TAM) Rule

TAM is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their lifecycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a State of Good Repair (SGR). TAM places value and understanding on the negative impacts of deferring maintenance and the positive outcomes of optimizing investment decisions that improve SGR. In short, TAM uses asset condition to guide the optimal prioritization of funding at transit properties.

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

Under the provisions of the Transit Asset Transportation Performance Management rulemaking, transit operators are required to set performance targets for their transit asset portfolio. Transit agencies are required to upload their performance targets and a supporting narrative in their annual National Transit Database (NTD) submission, and report progress towards these targets. They are also required to develop a TAM Plan to identify local funding prioritization. The regulations required by the FTA have established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life-cycles. The performance management requirements are a minimum standard for transit operators and involve measuring and monitoring the following:

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

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

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

DRPA/PATCO is a bistate corporation that owns and operates four major toll bridge crossings of the Delaware River. Its transit subsidiary, PATCO, operates and maintains a 14.2-mile rapid public transit line between Philadelphia and southern New Jersey, including an administrative and maintenance facility at Lindenwold, New Jersey. The DRPA owns nine stations in DVRPC's New Jersey region and leases five stations in Philadelphia from the City of Philadelphia. This includes the Franklin Square Station in Philadelphia which reopened in April 2025, becoming the fifth PATCO station in the city. Franklin Square Station was originally opened in 1936 as part of the Bridge Line operation between 8th & Market in

Philadelphia and Broadway in Camden. The station has been opened and closed sporadically since the original opening. The station received its last major update during the last period of passenger service between 1976 and 1979. The reopening project improves the station's civil, structural, mechanical, and electrical systems and provides access in compliance with the Americans with Disabilities Act (ADA).

Coordination and Progress Toward TAM Targets

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

Transit providers are required to develop a TAM Plan to identify local funding prioritization. The plan presents a summary inventory of assets, describes the current condition of the assets, sets near-term targets for the required performance measures, and explains how transit agency managers develop and present requests for operating/maintenance budgets and capital asset replacements. TAM places value and understanding on the negative impacts of deferring maintenance and the positive outcomes of optimizing investment decisions that improve SGR.

TAM Plans must adhere to the following nine elements to ensure assets are in an SGR:

- Inventory of Capital Assets
- Condition Assessment
- Decision Support Tools
- Investment Prioritization
- TAM and SGR Policy
- Implementation Strategy
- List of Key Annual Activities
- Identification of Resources
- Evaluation Plan

NJ TRANSIT

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

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

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

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

DRPA/PATCO

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

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

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

Transit Safety Rule

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers and state DOTs to establish safety performance targets (SPTs) to address the safety performance measures identified in the National Public Transportation Safety Plan (49 C.F.R. § 673.11(a)(3)). Transit agencies were required to set their initial safety performance targets by December 31, 2020. In April 2024, updates were made to the PTASP regulation, creating new safety performance target requirements. The updates focused on transit worker safety, requiring target setting for transit worker injuries, fatalities, and assaults on transit workers. Additionally, new targets were added to track pedestrian, vehicular, and total collisions by transit mode. The DVRPC Board agrees to be consistent with the respective NJ TRANSIT and DRPA/PATCO targets for Transit Safety and will support the transit operators' efforts at achieving those targets displayed below:

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

- **Assaults on Transit Workers**: Total number of assaults reported to NTD and rate per total VRM by mode.

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

Fatalities

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

Injuries

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

Safety Events

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

System Reliability

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

Assaults on Transit Workers

Transit providers are required to set annual targets for the total number of assaults on transit workers and the assault rate per vehicle revenue mile. Reporting requirements account for physical and non-physical assaults on any transit worker, including operators, police, or station agents, in any work setting.

Coordination and Progress Toward Transit Safety Targets

49 C.F.R. § 673.15(b) requires, to the maximum extent practicable, a state or transit agency to coordinate with states and MPOs in the selection of state and MPO safety performance targets; and in accordance with 49 U.S.C. 5303(h)(2)(B) and 5304(d)(2)(B), states and transit agencies must make their safety performance targets available to states and MPOs to aid in the planning process. MPOs are required to set performance targets for each performance measure, per 23 C.F.R. § 450.306; and these must be established 180 days after the transit agency establishes their performance targets. FTA will not impose penalties for failing to meet safety performance targets set by transit providers. DVRPC coordinates with both transit operating agencies on target setting and agrees to accept their Transit Safety Targets.

DVRPC is required to list the NJ TRANSIT and DRPA/PATCO projects in the DVRPC FY2026 TIP for New Jersey. The Transit Safety Rule requires MPOs to describe how the region's TIP will help to achieve the Transit Safety targets.

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

- ADA-Platforms/Stations (DB #T143) provides for the design and construction of necessary repairs to make NJ TRANSIT's rail stations and subway stations more accessible per the requirements of the Americans with Disabilities Act (ADA), including related track and infrastructure work.
- Bridge and Tunnel Rehabilitation (DB #T05) provides for the design, repair, rehabilitation, replacement, painting, and inspection of tunnels/bridges, in addition to other work such as the movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.
- High Speed Track Program (DB #T43) is an annual program of high-speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for the next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, and other improvements, materials and services as necessary.
- Track Program (DB #T42) is an annual program of track rehabilitation including system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for the next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements.
- Light Rail Infrastructure Improvements (DB #T95) includes but is not limited to communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements, for the RiverLINE.
- Other Rail Station/Terminal Improvements (DB #T55) provides for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system, including related track and rail infrastructure work.
- Safety Improvement Program (DB #T509) provides for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs.
- Security Improvements (DB #T508) provides for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction.
- Signals and Communications/Electric Traction Systems (DB #T50) provides for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. In addition, funding will be provided for Positive Train Control (PTC) training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs. Note that PTC is a major safety initiative underway at NJ TRANSIT. PTC uses Global Positioning System (GPS) technology, Wi-Fi, and high-frequency radio transmission to automatically control train speeds. PTC is capable of automatically controlling train speeds and movements,

thereby reducing the risk of accidents due to human error. PTC will make train accidents, already rare, even less likely. Implementation of PTC enhances the safety of NJ TRANSIT rail customers and employees and is required by federal law. Details of NJ TRANSIT's PTC program can be found at www.njtransit.com/ptc.

- **Bus Acquisition Program (DB #T111)** provides for the replacement of transit, commuter, Access Link, and suburban buses for NJ TRANSIT as they reach the end of their useful life and the purchase of additional buses to meet service demands.
- **Bus Support Facilities and Equipment (DB #T08)** will maintain NJ TRANSIT's bus fleet, including but not limited to bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus midlife overhauls, including but not limited to acquisition of properties and any items or services needed to support the acquisition.
- **Preventive Maintenance-Bus (DB #T135)** provides for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.
- **Preventive Maintenance-Rail (DB #T39)** provides for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.
- **Locomotive Overhaul (DB #T53E)** provides for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.
- **Rail Fleet Overhaul (DB #T53G)** provides for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet mandated standards.
- **Rail Rolling Stock Procurement (DB #T112)** provides for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years.
- **NEC Improvements (DB #T44)** provides for improvements to the Northeast Corridor (NEC) to maintain a state of good repair, increase capacity, and improve efficiency.
- **Technology Improvements (DB #T500)** provides for improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations system wide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

DRPA/PATCO:

- **PATCO Viaduct Preservation Project (DB #DR2007)** will improve and protect the Collingswood and Westmont viaducts, extending the useful life of this portion of the PATCO infrastructure.
- **Electrical Cable Replacement (DB #DR008)** provides for systemwide replacement of electrical cable to improve reliability and fire resistance.

- **Embankment, Fence, and Retaining Wall Restoration/Rehabilitation (DB #DR2302)** will address embankment restoration to prevent erosion and preserve drainage control.
- **PATCO Interlocking & Track Rehabilitation (DB #DR1501**) includes rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions.
- **PATCO Station Platform Rehabilitation (DB #DR1803)** includes planning, design, and reconstruction of PATCO Station Platforms. Work will include rehabilitation as well as replacement of concrete platforms and supporting structures including concrete and steel repairs for passenger safety.
- **Pedestrian Bridge and Tunnel Rehabilitation (DB #D1305)** provides for the planning, design, and construction to rehabilitate Pedestrian Bridges and Tunnels. The projects will allow for preventive repairs of bridges and tunnels owned by PATCO, including structural steel and concrete repairs, installation of protective coating, miscellaneous steel repair, joint filler and spot paint.
- **Rehabilitation of PATCO Bridges (DB #D1912)** provides for the planning, design, and construction to rehabilitate PATCO Bridges.
- **Subway Structures Renovation (DB #DR1802)** will provide for preventive repairs of pedestrian bridges, tunnels, subway stations, and pump rooms owned by PATCO, including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.
- **Relocation of Center Tower/SCADA Modernization (DB #DR038)** includes the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication.
- **Smoke and Fire Control (DB #DR019)** will provide smoke and fire control for evacuation of patrons in emergencies and ventilation improvements.
- **DRPA - Rebuild PATCO Cars (DB #DR046)** provides for the replacement of PATCO's existing car fleet, through complete rebuilding of existing cars.
- **PATCO Track Resurfacing & Rail Profile Grinding (DB #D1911)** involves adjusting the track to eliminate minor horizontal and vertical shifts that impact ride quality. Work also includes the replacement of rail ties, ballast cleaning, and improvements to the shoulder that impact the track.
- **PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008)** provides for the replacement of approximately 40,000 linear feet of rail between Ferry Avenue and Broadway stations that are at the end of their useful life.
- **Preventive Maintenance (DB #DR034)** provides preventive maintenance expenses pertaining to activities performed on vehicles and facilities.
- **Transit Enhancements (DB #DR036)** will support enhancements to the PATCO High Speed Line.
- **PATCO Substation Improvements (DB #DR2304)** will include upgrades to equipment, including rehabilitation of the buildings at New Jersey PATCO substations.

Chapter 5: Public Involvement

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

Public Comment Period

The public comment period for the Draft DVRPC FFY2026 TIP for New Jersey opens on Friday, July 18, 2025, at 5:00 PM (local time) and extends through Wednesday, August 20, 2025, at 5:00 PM (local time). This comment period also serves as an opportunity for the public to review and comment on the Draft Statewide TIP (STIP) for NJDOT and NJ TRANSIT. DVRPC invites interested members of the public to attend either or both the in-person meeting or hybrid (in-person/virtual) meeting. These meetings are held on different dates, providing two opportunities to learn about the Draft TIP and Draft STIP and to submit a written comment on these draft documents. These will be held on the following dates and times:

IN PERSON
Tuesday August 5, 2025, from 6:00 PM–7:30 PM
Register at https://forms.gle/yXTHQmMjf9csCA8y9
Location: Gloucester County Library - Mullica Hill Branch
389 Wolfert Station Rd
Mullica Hill, NJ 08062

HYBRID MEETING
Thursday, August 7, 2025, from 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
Philadelphia, PA 19106
Directions: www.dvrpc.org/directions/ is

Dinner will be served for in-person attendees at both meetings. Interpretation can be provided if requested. Please direct all questions to public_affairs@dvrpc.org or 215.592.1800.

While not required, those interested in joining the meeting are encouraged to RSVP using the links provided above, or by contacting 215-238-2929 or public_affairs@dvrpc.org. For the online meeting, registration information will be available on DVRPC's events calendar at https://www.dvrpc.org/calendar/2025/8. While participants need to register beforehand, they are approved automatically and can register and join the meeting up until the meeting ends. Additionally, people who want to participate but do not have internet access or smart phones can call in. Anyone who needs accommodations, such as closed captioning or interpretation for either meeting, can contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215-238-2929.

The meetings will be conducted jointly with NJDOT, NJ TRANSIT, and the DRPA/PATCO. NJDOT, NJ TRANSIT and the DRPA/PATCO do not hold a separate public comment period or meeting for the Draft STIP and rely on DVRPC and other MPOs to serve as the vehicle for this federal requirement. Public comments on both the Draft TIP and STIP documents will be addressed to the MPO; the MPO will then coordinate responses with the agency(ies) in the best position to respond to such comments (MPO, NJDOT, NJ TRANSIT, DRPA/PATCO, county, municipality, or independent authorities).

DVRPC's website (www.dvrpc.org) is one of the organization's primary tools for public outreach, especially during the TIP update cycle when it serves as a central repository for TIP-related information and communication. The entire Draft TIP and Draft STIP documents are available on the DVRPC website, including the date and location of the in-person and online public meetings and other general information. Individuals can also download or access current TIP materials at any time. The Draft STIP is also available at http://www.nj.gov/transportation/capital.stip2635. The quickest and most direct way to submit comments is online by using DVRPC's web-based Draft TIP public comment application located at www.dvrpc.org/TIP/Draft. Users can click on the "Submit a Comment on the Draft TIP and/or STIP" button to make general and project-specific comments. DVRPC staff will then gather responses from appropriate agencies. Responses will be provided only to comments that are submitted in writing during the public comment period by 5:00 PM (local time) on August 20, 2025. In addition, the public can submit comments via email (tip@dvrpc.org) during the public comment period, or mail written comments to:

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

Comments received via mail 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. In addition, DVRPC frequently employs social media (Facebook, Instagram, and Linkedin) during the public comment period to garner the public's interest and attention. For example, DVRPC will highlight different projects and facts via social media posts. For those without internet access, draft documents are available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia, or the public can request the DVRPC Office of Communications and Engagement to mail the draft documents to them by calling 215-592-1800. Hardcopies of the Draft TIP documents are also available at certain public libraries across the region that are listed in Table 26.

Public Comment Guidance

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

- Are we meeting the needs of the region?
- Are the Draft TIP and STIP meeting the intent of the IIJA/BIL? For example, do the Draft TIP and STIP focus on projects that address safety and asset conditions? Do they help the region rebuild and reinvest in our railways and public transit infrastructure?

- Is this region getting its fair share of resources compared to other regions in the state or nation?
- Is the current transportation project development process, including environmental reviews and public input, effective?
- Given financial constraints, is this region investing money in the right types of projects?
- Are the Draft TIP and STIP documents easy to use? How can DVRPC, NJDOT, and NJ TRANSIT further improve these documents?

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

Tips for Crafting Effective Public Comments

- Read the description of the project thoroughly to better understand what it is and what it includes. Is the project a study, operational improvement, or construction project? Does it enhance a parking lot/bus stop, create a multi-use trail, or include a safety feature? For example, an operational improvement project, such as signal re-timing, may not be able to add another travel lane within its scope, but safety measures like improved signage could be added to many kinds of projects.
- Be concise. Support your claims with sound reasoning, documented evidence, and/or specifics on how your community will be impacted. For example, have you observed the impacts of a new development on traffic patterns? Is there a study that supports your concerns?
- Try to address trade-offs and opposing views.
- If you disagree with a project, suggest an alternative and include an explanation and/or analysis of how your alternative might meet the same objective or be more effective. A potential alternative is to not proceed with the project.
- Identify any credentials and experience that may distinguish your comment from others. If you are a resident of a community or have relevant personal or professional experience, please state so.
- There is no minimum or maximum length for a comment to be effective.
- Let us know if the Draft TIP and STIP documents are easy to use. Feel free to suggest how DVRPC, NJDOT, and NJ TRANSIT can further improve their documents.

The public comment process is not a vote. One comment that is well-supported with facts and local knowledge can be more influential than a hundred comments. DVRPC and its planning partners are looking for input to help them ensure that the best projects for the region, within financial constraints, are the ones moving forward.

Table 26: 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 Vogelson 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-Perez Downtown Branch - on the Rutgers 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 Ave. 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 Dr Sewell, NJ 08080	Margaret Dombrosky Swedesboro Public Library 1442 Kings Hwy Swedesboro, NJ 08085	Glassboro Public Library 101 Rowan Blvd Glassboro, NJ 08028
Greenwich Public Library 411 Swedesboro Rd Gibbstown, NJ 08027	Logan Township Library 498 Beckett Rd Swedesboro, NJ 08085	Newfield Public Library 115 Catawba Ave Newfield, NJ 08344
MERCER COUNTY		
Mercer County Library– Lawrence Branch 2751 Brunswick Pike, U.S. Route 1 Lawrenceville, NJ 08648	Trenton Free Public Library 120 Academy Street Trenton, NJ 08638	

Table 26: Libraries Displaying the Draft TIP

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

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Chapter 6: 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 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

This draft 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 28provide a complete list of exempt and non-exempt categories and corresponding AQ codes.

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

Table 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 FY2024 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 Draft *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 FY2026 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 FY2026 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 6: in Chapter 3: Title VI). 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 16-19); 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 U.S. DOT 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 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 (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 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.

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 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 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% 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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Chapter 7: Programs

DVRPC Regional Highway and Transit Programs

The Draft DVRPC FFY2026 TIP for New Jersey categorizes projects into the following programs: DVRPC FHWA-Funded Program, DVRPC FTA-Funded Program displayed for information purposes, and the Study and Development Program. Additionally, the Statewide Program is included in this document.

The DVRPC region's FHWA-funded and FTA-funded programs include 155 projects that are funded in the TIP over the First-Four Years (FFY26–FFY29). These projects total $2.299 billion for the phases to be advanced over the next four years, averaging almost $575 million per year. The project listings within the FHWA-funded and FTA-funded programs that follow this chapter are grouped by county and transit operator/agency. 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 name.

The DVRPC Regional FHWA-Funded Program contains 98 projects. Programmed funds include $1.471 billion over the next four years for projects primarily addressing the highway system.

The DVRPC Regional FTA-Funded Program contains 57 projects (37 by NJ TRANSIT and 20 by the DRPA/PATCO) that are primarily programs or reserve line items. Programmed funds include nearly $1 billion over the next four years for projects addressing the regional FTA-funded system by NJ TRANSIT (about $886 million) and the DRPA/PATCO ($114 million).

Statewide Program

The TIP lists 108 NJDOT-managed programs that are for the entire State of New Jersey and worth $5.3 billion in the First-Four Years. The Statewide Program is primarily state funded over the First-Four Years. The remaining portion of the Statewide Program is federally funded. These Statewide Highway projects/line items are not specific to any particular MPO region but would benefit all or provide direct support to NJDOT.

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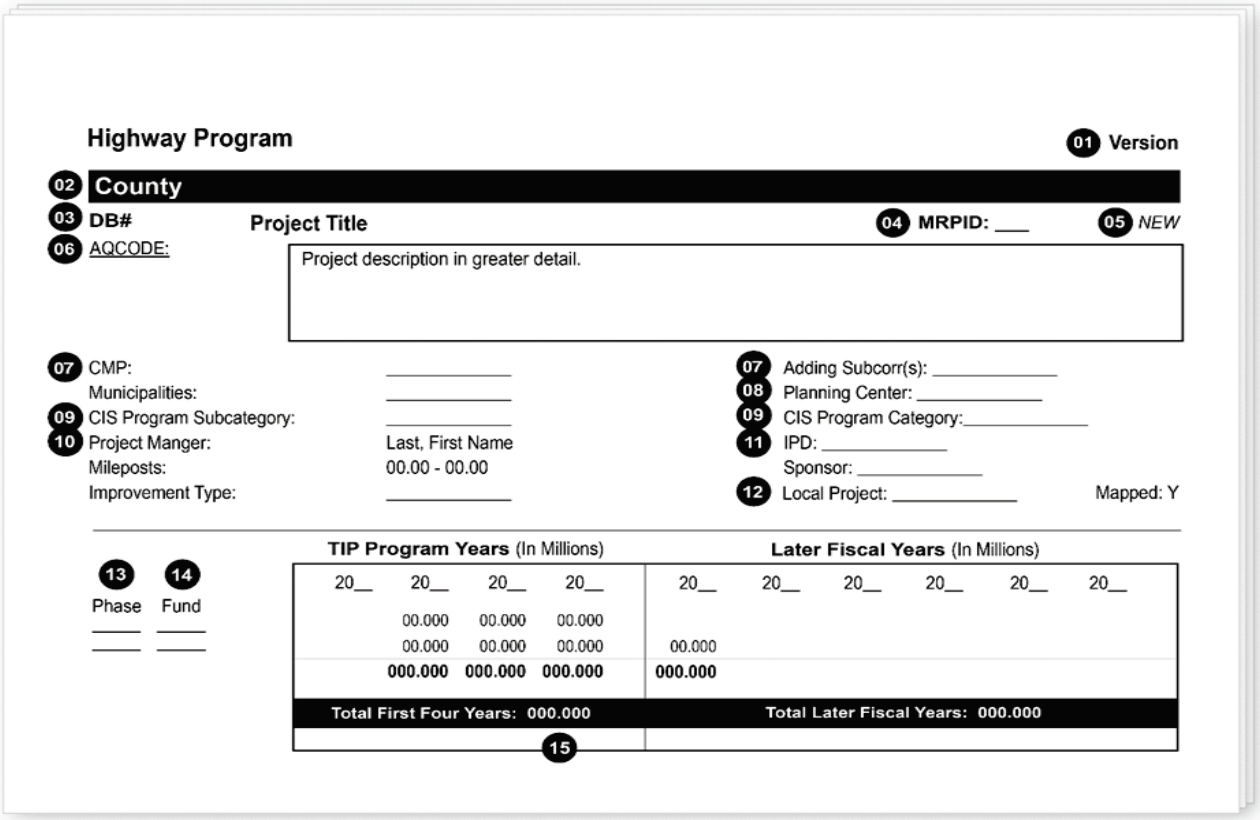

01. Version (draft, addendum or final)
02. County where project is located
03. State Department of Transportation (NJDOT) project ID number
04. Indicates that project is identified as a Major Regional Project (MRP) in the DVRPC Long-Range Plan
05. Status code assigned by DVRPC to help establish the origin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

Chapter 8: Project Listings by Program

DVRPC Regional Highway Projects

DVRPC Regional Transit Projects: NJ TRANSIT

DVRPC Regional Transit Projects: DRPA/PATCO

Statewide Program

DVRPC Regional Highway Projects

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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Burlington

DB# D2502 **ATMS Expansion & Upgrade Project** *NEW*

AQCODE: 2030M

Burlington County will expand its Advance Transportation Management System to include an additional 9 intersections in Westampton, Eastampton, Mount Holly, and Delran Townships. Roadways included in the project are County Roads 630, 691, 686, 613 and 605. The traffic signals along these roadways will be interconnected with a fiber-optic communications network to a central system. The system will collect and analyze traffic flow data and adjust signal timings providing a real-time traffic responsive signal operation.

CMP:

Municipalities: Various
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts:
Improvement Type: Signal/ITS Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Burlington County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA		1.141	0.378	3.398						
Fiscal Year Total			**1.141**	**0.378**	**3.398**						
		Total First Four Years:		***4.917***		**Total Later Fiscal Years:**					

DB# D2018 **Bridge No. C4.13 over Parkers Creek on Centerton Road**

AQCODE: S19

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

CMP:

Municipalities: Moorestown Township; Mount Laurel Township
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Burlington County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA						8.332				
DES	STBGP-PHILA	0.600									
Fiscal Year Total		**0.600**					**8.332**				
		Total First Four Years:		***0.600***		**Total Later Fiscal Years:**		***8.332***			

Burlington

DB# D1510 Burlington County Bus Purchase

AQCODE: M10

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: N/A

Sponsor: Burlington County

Improvement Type: Transit Improvements

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	CMAQ	0.268		0.268		0.344		0.268		0.268	
Fiscal Year Total		**0.268**		**0.268**		**0.344**		**0.268**		**0.268**	
		Total First Four Years:		***0.536***		**Total Later Fiscal Years:**				***0.880***	

DB# D0302 Burlington County Roadway Safety Improvements

AQCODE: S6

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: N/A

Sponsor: Burlington County

Improvement Type: Roadway Rehabilitation

Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-PHILA	1.000		1.000		1.000		1.000		1.000	
Fiscal Year Total		**1.000**		**1.000**		**1.000**		**1.000**		**1.000**	
		Total First Four Years:		***2.000***		**Total Later Fiscal Years:**				***3.000***	

Burlington

DB# D2201 **CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement**

AQCODE: X1

This project will enhance the safety of the stop-controlled intersection of Tom Brown Road (CR 614) and New Albany Road, as well as improving the overall safety and integrated operation of this intersection and the intersections of Tom Brown Road and Riverton Road, and New Albany Road and Riverton Road. The intersection of Tom Brown Road and New Albany Road was identified by DVRPC as a high crash location in the HSIP eligibility rankings.

The preferred alternative proposes roundabouts at the intersections of Tom Brown Road and New Albany Road, and Tom Brown Road and Riverton Road, and a cul-de-sac along New Albany Road in close proximity to Riverton Road. Tom Brown Road between New Albany Road and Riverton Road will be realigned to reduce the skew, and the speed limit will be reduced to 35 mph in this section. The preferred alternative will improve operations and sight distance (via realignment), and will include ADA compliant curb ramps and crosswalks. Connections to the shared use path and the sidewalk along Riverton Road will also be included. Outside of the roundabout approaches, shoulders will be provided that can accommodate bicyclists.

CMP:

Municipalities: Moorestown Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts:

Sponsor: Burlington County

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	STBGP-PHILA		0.370								
CON	STBGP-PHILA					3.250	2.000				
Fiscal Year Total			**0.370**			**3.250**	**2.000**				
		Total First Four Years:	*0.370*			**Total Later Fiscal Years:**	*5.250*				

Burlington

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

AQCODE: S19

This project will be conducted as part of DVRPC's Local Concept Development Program in order to improve the existing bridge in its entirety. The bridge is a concrete encased, single span (36 feet) steel stringer bridge with a reinforced concrete deck. It carries CR 616 over the creek with 2 lanes of opposing traffic and 6' sidewalks on each side of the road. The out to out width of the bridge is 44.4 feet. The bridge was built circa 1918 and is located in the Vincentown Historic District. The bridge is not historically eligible but is considered a contributing element of the historic district, which has a period of significance ending circa 1930 (source: NJDOT Historic Bridge Survey). The bridge is functionally obsolete due to its existing curb to curb width of 29.8 feet and is scour critical. The structure is in fair condition with localized areas of deterioration and section loss in the deck, superstructure and substructure. It was submerged during the July 2004 and April 2007 flood events and sustained damage. The structure has a sufficiency rating of 66.5.

CMP:

Municipalities: Southampton Township

CIS Program Subcategory:

Project Manager: Buerk, Jesse

Mileposts: 12.94

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: Burlington County

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA					4.434					
DES	STBGP-PHILA		0.721								
Fiscal Year Total			**0.721**			**4.434**					
		Total First Four Years:		***0.721***		**Total Later Fiscal Years:**			***4.434***		

Burlington

DB# D1601 **New Jersey Regional Signal Retiming Initiative**

AQCODE: X1

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Signal/ITS Improvements
This project may be suitable for ITS treatments.

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	CMAQ	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350
PLS	STBGP-PHILA	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030
Fiscal Year Total		**0.380**	**0.380**	**0.380**	**0.380**	**0.380**	**0.380**	**0.380**	**0.380**	**0.380**	**0.380**
		Total First Four Years:		***1.520***		**Total Later Fiscal Years:**			***2.280***		

DB# D2207 **Rancocas Creek Greenway, Rainbow Meadow Park (Circuit)** ***NEW***

AQCODE: A2

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

CMP:

Municipalities: Delran Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: N/A

Sponsor: Burlington County

Improvement Type: Bicycle/Pedestrian Improvement

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA		0.435	2.800	2.800						
Fiscal Year Total			**0.435**	**2.800**	**2.800**						
		Total First Four Years:		***6.035***		**Total Later Fiscal Years:**					

Burlington

DB# D2402 **Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and trail linkages**

AQCODE: A2

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

CMP:

Municipalities: Willingboro Township; Delanco Township; Delran Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts:

Sponsor: Burlington County

Improvement Type: Bicycle/Pedestrian Improvement

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	STBGP-PHILA					2.531					
PE	STBGP-PHILA		0.500								
CON	STBGP-PHILA								12.268	8.000	
ROW	STBGP-PHILA						0.896				
Fiscal Year Total			**0.500**			**2.531**	**0.896**		**12.268**	**8.000**	
		Total First Four Years:			***0.500***	**Total Later Fiscal Years:**			***23.695***		

DB# 15385 **Route 38, Nixon Drive to Route 295 Bridge**

AQCODE: S10

This project will mill/pave the shoulder area and include treatment on the existing mainline pavement within the project limits. Sidewalk improvements, ADA compliance, traffic signal upgrades and guide rail upgrades will be included as well.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2C

Municipalities: Moorestown Township; Mount Laurel Township; Lumberton Township; Mount Holly Township

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Road Assets

Project Manager: Upadhyay, Arpita

IPD:

Mileposts: 6.55-9.60

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP	8.800									
Fiscal Year Total		**8.800**									
		Total First Four Years:			***8.800***	**Total Later Fiscal Years:**					

Burlington

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

AQCODE: 2040M

The purpose of this project is to reconfigure the Route 38 and South Church Street/Fellowship Rd. intersection layout, improve congestion, improve safety, and ensure ADA compliance throughout the intersection. In addition the existing S. Church St. Bridge will be replaced and widened, deficiencies in sidewalk, curbs and curb ramps will be addressed. The existing shoulders and auxiliary lanes will be brought into compliance with NJDOT standards.

CMP: Minor SOV Capacity

Adding Subcorr(s): 10B

Municipalities: Moorestown Township

Planning Center: Town Center

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: Upadhyay, Arpita

IPD:

Mileposts: 7.53-7.59

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP		32.400								
UTI	NHPP	3.000									
Fiscal Year Total		**3.000**	**32.400**								
		Total First Four Years:	***35.400***			**Total Later Fiscal Years:**					

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

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the bridge, built in 1931.

CMP: Not SOV Capacity Adding

Municipalities: Pemberton Township

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: Marcellus, Evans

IPD:

Mileposts: 30.6

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	BFP	0.200									
CON	NHPP		12.950								
Fiscal Year Total		**0.200**	**12.950**								
		Total First Four Years:	***13.150***			**Total Later Fiscal Years:**					

Burlington

DB# 12380 **Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections** **MRPID: NJR0**

AQCODE: 2040M

This project will improve operational and safety conditions within the Route 73 corridor. A focus will be placed on improvements at the intersections of Route 73 and Church Road and Route 73 and Fellowship Road. This project will also include a pedestrian overpass, utility relocations, ROW acquisitions, ramp relocations, and road way realignment.

CMP: Major SOV Capacity

Adding Subcorr(s): 2C, 13A

Municipalities: Mount Laurel Township

Planning Center: Metropolitan Subcenter

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: Marcellus, Evans

IPD:

Mileposts: 26.47 - 27.42

Sponsor: NJDOT

Improvement Type: Roadway New Capacity
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP								120.000		
ROW	NHPP	20.000									
Fiscal Year Total		**20.000**							**120.000**		
		Total First Four Years:		***20.000***		**Total Later Fiscal Years:**			***120.000***		

DB# 18378 **Route 130 SB, Bridge over Assiscunk Creek**

AQCODE: S19

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge.

CMP: Not SOV Capacity Adding

Municipalities: Burlington City

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: Ezeuka, Paul

IPD:

Mileposts: 46.65

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP						20.280				
PE	NHPP	2.900									
ROW	NHPP					0.380					
DES	NHPP					2.900					
Fiscal Year Total		**2.900**				**3.280**	**20.280**				
		Total First Four Years:		***2.900***		**Total Later Fiscal Years:**			***23.560***		

Burlington

DB# 23373 **Route 130, Pennypacker Drive to Park Avenue/Salem Road**

AQCODE: S10

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Road Assets

Project Manager: Yousafzai, Pooja

IPD:

Mileposts: 42.76 - 45.5

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-FLEX			5.150							
Fiscal Year Total				**5.150**							
		Total First Four Years:		***5.150***		**Total Later Fiscal Years:**					

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

AQCODE: A2

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

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6B

Municipalities: Bordentown Township

Planning Center: Town Center

CIS Program Subcategory: (null)

CIS Program Category: Multimodal Programs

Project Manager: Colquitt, Willie

IPD:

Mileposts: 35.61-36.76; 55.97-56.44

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP			5.600							
Fiscal Year Total				**5.600**							
		Total First Four Years:		***5.600***		**Total Later Fiscal Years:**					

Burlington

DB# 16335 **Route 206, Bridge over Springers Brook**

AQCODE: S19

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1929.

CMP: Not SOV Capacity Adding

Municipalities: Shamong Township

CIS Program Subcategory: (null)

Project Manager: Upadhyay, Arpita

Mileposts: 10.08-10.47

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	BFP	4.300									
CON	NHPP					16.450					
ROW	NHPP		1.200								
Fiscal Year Total		**4.300**	**1.200**			**16.450**					
		Total First Four Years:		***5.500***		**Total Later Fiscal Years:**				***16.450***	

DB# 21311 **Route 295 and Route 38 Interchange Operational Improvements** **MRPID: NJR0** ***NEW***

AQCODE: 2040M

The purpose of this project is to reduce congestion and improve safety along Route 38 from the vicinity of the I-295 Interchange extending through the Route 38 and Marter Avenue intersection to Duffy Drive in Mount Laurel, Burlington County, NJ.

CMP: Major SOV Capacity

Municipalities: Mount Laurel Township

CIS Program Subcategory: (null)

Project Manager: Kennard, Amy

Mileposts: 9.00 - 9.55

Improvement Type: Intersection/Interchange Improvements
This project contains ITS elements.

Adding Subcorr(s): 10B

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	NHPP			5.000							
DES	NHPP			12.000							
CON	NHPP									218.000	
Fiscal Year Total				**17.000**						**218.000**	
		Total First Four Years:		***17.000***		**Total Later Fiscal Years:**				***218.000***	

Burlington

DB# 13319 **Route 73, Dutch Road to Rt 70** **MRPID: NJR0** ***NEW***

AQCODE: 2040M

This project will address congestion and safety issues within the project limits through the widening of Route 73 to three through lanes in each direction, increasing approaches at the intersections of Route 73 and Brick Road and Route 73 and CR 544, and removing the unsignalized Route 73 southbound left turn to Commonwealth Drive. Additional sidewalks will be included in the proposed project to complete the gaps in the existing sidewalk network.

CMP: Major SOV Capacity

Adding Subcorr(s): 13A

Municipalities: Evesham Township

Planning Center: Metropolitan Subcenter

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: Kennard, Amy

IPD:

Mileposts: 21.95 - 23.9

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	NHPP			7.500							
ROW	NHPP			10.700							
CON	NHPP						23.500				
Fiscal Year Total				**18.200**			**23.500**				
		Total First Four Years:		***18.200***		**Total Later Fiscal Years:**			***23.500***		

DB# D2503 **Taunton Lake Road (CR 544) Widening** ***NEW***

AQCODE: S4

To widen a narrow 2-lane road with no shoulders to eight feet shoulders and deep roadside ditches to increase safety.

CMP:

Municipalities: Evesham Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts:

Sponsor: Burlington County

Improvement Type: Roadway Rehabilitation

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA				0.847	4.142	2.549	5.290	0.450		
Fiscal Year Total					**0.847**	**4.142**	**2.549**	**5.290**	**0.450**		
		Total First Four Years:			***0.847***	**Total Later Fiscal Years:**			***12.430***		

Burlington

DB# 15324 **Washington Turnpike, Bridge over West Branch of Wading River**

AQCODE: S19

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete adjacent bridges, built in 1944.

CMP: Not SOV Capacity Adding

Municipalities: Washington Township

CIS Program Subcategory: (null)

Project Manager: Farooqi, Wajiha

Mileposts: 30.893

Improvement Type: Bridge Repair/Replacement
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-OS-BRDG		7.250								
Fiscal Year Total			**7.250**								
		Total First Four Years:		***7.250***		**Total Later Fiscal Years:**					

Total for Burlington:

41.448	**57.347**	**50.776**	**7.425**	**35.811**	**57.937**	**6.938**	**133.098**	**227.648**	**0.380**
Total First Four Years:		***156.996***		**Total Later Fiscal Years:**			***461.811***		

Camden

DB# D0601 **Camden County Bus Purchase**

AQCODE: M10

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

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Buerk, Jesse
Mileposts: N/A
Improvement Type: Transit Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Camden County
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	CMAQ	0.876		0.876		0.876		0.876		0.876	
Fiscal Year Total		**0.876**		**0.876**		**0.876**		**0.876**		**0.876**	
		Total First Four Years:		***1.752***		**Total Later Fiscal Years:**		***2.628***			

DB# D2403 **Camden County LINK Trail**

AQCODE: A2

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

CMP:

Municipalities: Various
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts:
Improvement Type: Bicycle/Pedestrian Improvement

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Camden County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	LOCAL-DVRPC	2.539	7.145	1.535							
CON	RAISE-DVRPC	4.300	12.100	2.600							
Fiscal Year Total		**6.839**	**19.245**	**4.135**							
		Total First Four Years:		***30.220***		**Total Later Fiscal Years:**					

Camden

DB# D0410 **Camden County Roadway Safety Improvements**

AQCODE: S11

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

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Buerk, Jesse
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Camden County
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA	1.000		0.700		0.700		0.700		0.700	
PE	STBGP-PHILA		0.300		0.300		0.300		0.300		0.300
Fiscal Year Total		**1.000**	**0.300**	**0.700**	**0.300**	**0.700**	**0.300**	**0.700**	**0.300**	**0.700**	**0.300**
		Total First Four Years:			***2.300***		**Total Later Fiscal Years:**			***3.000***	

DB# D2404 **Camden White Horse Bridge/PATCO**

AQCODE: S19

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

CMP:

Municipalities: Lindenwold Borough
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts:
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Camden County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA						2.360	2.140	2.000	8.000	
ROW	STBGP-PHILA				0.600						
Fiscal Year Total					**0.600**		**2.360**	**2.140**	**2.000**	**8.000**	
		Total First Four Years:			***0.600***		**Total Later Fiscal Years:**			***14.500***	

Camden

DB# D2501 **Chews Landing Road (CR-683) Roadway Improvements** *NEW*

AQCODE: S19

The scope of this project is to reconstruct and/or resurface Chews Landing Road (CR-683) between Black Horse Pike (US-168) and Clementon Road. Other associated improvements will include drainage improvements, concrete curb, sidewalk, driveway apron, and ADA ramp reconstruction, guide rail repair, traffic signal improvements, and updated traffic striping and signage.

CMP:

Municipalities: Gloucester Township; Lindenwold Borough; Clementon Borough
Planning Center: None
CIS Program Subcategory:
CIS Program Category: Local System Support
Project Manager: Buerk, Jesse
IPD:
Mileposts:
Sponsor: Camden County
Improvement Type: Streetscape
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA										7.000
DES	STBGP-PHILA							1.000			
PE	STBGP-PHILA						1.000				
ROW	STBGP-PHILA									0.500	
UTI	STBGP-PHILA								0.500		
Fiscal Year Total							**1.000**	**1.000**	**0.500**	**0.500**	**7.000**
		Total First Four Years:				**Total Later Fiscal Years:**				***10.000***	

DB# D2203 **CR 551 (Broadway) Elevation, Little Timber Creek to Route 130**

AQCODE: NRS

This project is intended to reduce the frequency of flooding events that impact the ability for vehicles to travel along Broadway (CR 551) in Brooklawn and Gloucester City, Camden County. The flooding events either slow traffic trying pass through the corridor or prevent it entirely. This impact on travel time or closure of the road results in significant traffic congestion and delays, especially in the cases of where unexpected closure requires motorists to find a suitable alternate route. Furthermore, flooded roadways pose a risk to motorists who are unaware of the extent of the flooding and may attempt travel through the floodwater, thereby resulting in stalled vehicles or hydroplaning, both of which raise safety concerns.

CMP:

Municipalities: Brooklawn Borough
Planning Center: None
CIS Program Subcategory:
CIS Program Category: Local System Support
Project Manager: Buerk, Jesse
IPD:
Mileposts:
Sponsor: Camden County
Improvement Type: Roadway Rehabilitation
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	STBGP-PHILA		0.400								
CON	STBGP-PHILA				2.400						
Fiscal Year Total			**0.400**		**2.400**						
		Total First Four Years:		***2.800***		**Total Later Fiscal Years:**					

Camden

DB# D2213 — **CR 670 (Burnt Mill Rd) and CR 673 (White Horse Rd) Intersection Improvements**

AQCODE: S3

The proposed project will widen the intersection, specifically for the White Horse Road approaches, to provide a dedicated left turn lane for each approach where none currently exists today. Additionally, larger turning radii will be provided at each corner to help facilitate the turning movements for larger wheel-based vehicles. The analysis completed as part of the LCD shows that these improvements will hopefully reduce the significant number of crashes that occur at this intersection as well as reduce congestion by improving Level-of-Service and reducing delays.

CMP:

Municipalities: Voorhees Township
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts: 0.32
Improvement Type: Intersection/Interchange Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Camden County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA			1.800							
DES	STBGP-PHILA		0.400								
Fiscal Year Total			**0.400**	**1.800**							
		Total First Four Years:		***2.200***		**Total Later Fiscal Years:**					

DB# D2204 — **Erial Rd and College Drive Intersection**

AQCODE: R1

This project consists of improvements to the intersection to reduce the high crash rate at the signalized intersection and allow it to operate in a safe, usable manner for all modes of transportation, including pedestrian and non-motorized modes, by improving traffic flow through the area. The intersection improvements consist of widening the intersection approaches in order to provide additional lanes for turning movements and through traffic. An additional dedicated left turn lane will be provided for both the NW bound and NE bound approaches. Additionally, the intersection with be improved with better striping and pavement markings to properly channelize and guide motorists through the intersection. Further, a multi-use path for pedestrians and bicyclists will be provided along the northern side of the intersection and its approaches to advance Camden County's multimodal transportation initiatives. The analysis completed as part of the LCD shows that these improvements will hopefully reduce the significant number of crashes that occur at this intersection as well as reduce congestion by improving Level-of-Service and reducing delays.

CMP:

Municipalities: Gloucester Township
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts:
Improvement Type: Intersection/Interchange Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Camden County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	STBGP-PHILA		0.400								
CON	STBGP-PHILA			2.000	2.300						
Fiscal Year Total			**0.400**	**2.000**	**2.300**						
		Total First Four Years:		***4.700***		**Total Later Fiscal Years:**					

Camden

DB# D1709 **Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)** **MRPID: NJR0**

AQCODE: S19

The project will make roadway improvements to Kaighn Ave. (CR 607) from Euclid St. to North Park Dr. (CR 628) and include complete bridge replacement of the Kaighn Ave. Bridge. These improvements will decrease travel time, alleviate flooding, reduce annual maintenance costs and provide for a multi-modal connection to The Circuit, Greater Philadelphia's Regional Trail Network.
Kaighn Avenue is a heavily traveled regionally significant corridor that transects the Parkside Neighborhood of Camden City and is prone to tidal flooding and plagued by road closings during regular rainfall and high tide events. Flooding is the result of a 40 year old hurricane event that breached a nearby earthen dam and subsequently allows the Cooper River to inundate a low lying area of Farnham Park which is directly adjacent to a 1/3 mile stretch of Kaighn Avenue. Road closing events due to flooding number between 15 – 18 times annually. In addition, the vertical alignment of Kaighn Avenue, as a result of topography, plays a role in the continued flooding. Over time high tides and regular rain fall have led to total washout, undermining the road structure and severe ice wedging. Non-motorized transportation challenges include the sidewalk and multiuse trail being in severe disrepair or continually washed out. This trail provides access to Farnham Park and The Circuit connecting users to Philadelphia and the regions trail.

CMP: Not SOV Capacity Adding

Municipalities: Camden City
Planning Center: None
CIS Program Subcategory:
CIS Program Category: Local System Support
Project Manager: Buerk, Jesse
IPD:
Mileposts: 0.12 - 0.5
Sponsor: Camden County
Improvement Type: Bridge Repair/Replacement
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA	11.100	2.700								
Fiscal Year Total		**11.100**	**2.700**								
		Total First Four Years:	***13.800***			**Total Later Fiscal Years:**					

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

AQCODE: NRS

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

CMP:

Municipalities: Camden City
Planning Center: None
CIS Program Subcategory:
CIS Program Category: Local System Support
Project Manager: Buerk, Jesse
IPD:
Mileposts: N/A
Sponsor: City of Camden
Improvement Type: Signal/ITS Improvements
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA					2.476					
DES	STBGP-PHILA		0.150								
Fiscal Year Total			**0.150**			**2.476**					
		Total First Four Years:	***0.150***			**Total Later Fiscal Years:**	***2.476***				

Camden

DB# D2021 **New or Upgraded Traffic Signal Systems at Intersections, Phase 2** *NEW-LG*

AQCODE: NRS

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

CMP:

Municipalities: Camden City
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts: N/A
Improvement Type: Signal/ITS Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: City of Camden
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA							3.014			
DES	STBGP-PHILA	0.200									
Fiscal Year Total		**0.200**						**3.014**			
		Total First Four Years:		***0.200***		**Total Later Fiscal Years:**			***3.014***		

DB# D2022 **New or Upgraded Traffic Signal Systems at Intersections, Phase 3** *NEW-LG*

AQCODE: NRS

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

CMP:

Municipalities: Camden City
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts: N/A
Improvement Type: Signal/ITS Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: City of Camden
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA							3.940			
DES	STBGP-PHILA			0.250							
Fiscal Year Total				**0.250**				**3.940**			
		Total First Four Years:		***0.250***		**Total Later Fiscal Years:**			***3.940***		

Camden

DB# 16319 **Route 30, Gibbsboro Road (CR 686)** *NEW*

AQCODE: 2040M

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

CMP: Minor SOV Capacity

Municipalities: Clementon Borough; Lindenwold Borough

CIS Program Subcategory: (null)

Project Manager: Colquitt, Willie

Mileposts: 13.55

Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	HSIP			5.900							
ROW	HSIP	4.400									
Fiscal Year Total		**4.400**		**5.900**							
		Total First Four Years:		***10.300***		**Total Later Fiscal Years:**					

DB# 19607B **Route 38, Route 70 to Route 73, ATS C#1**

AQCODE: 2030M

This project is proposing Limited Scope Adaptive Traffic Signal System design and construction to improve the mobility of the motoring public on NJ-38 (MP 0.64 to MP 5.59).

CMP: Minor SOV Capacity

Municipalities:

CIS Program Subcategory: (null)

Project Manager: McVeigh, Kelly

Mileposts: 0.64-5.59

Improvement Type: Signal/ITS Improvements

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-FLEX	20.800									
Fiscal Year Total		**20.800**									
		Total First Four Years:		***20.800***		**Total Later Fiscal Years:**					

Camden

DB# 18313 **Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)**

AQCODE: R1

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

CMP: Minor SOV Capacity

Adding Subcorr(s): 2B

Municipalities: Bellmawr Borough

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: Maevsky, Andrew

IPD:

Mileposts: 13.85

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements
This project contains ITS elements.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	NHPP					3.000					
CON	NHPP								10.500		
ROW	NHPP					3.400					
Fiscal Year Total						**6.400**			**10.500**		
		Total First Four Years:				**Total Later Fiscal Years:**			*16.900*		

DB# 16342 **Route 73 and Ramp G, Bridge over Route 130** **MRPID: NJR0**

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1930 and modified in 1959.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 13A

Municipalities: Pennsauken Township

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: Marcellus, Evans

IPD:

Mileposts: 32.01 - 32.45

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	BFP	0.500									
CON	NHPP							60.500			
Fiscal Year Total		**0.500**						**60.500**			
		Total First Four Years:			*0.500*	**Total Later Fiscal Years:**			*60.500*		

Camden

DB# 11326A **Route 76, Bridges over Route 130** **MRPID: NJR0**

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the bridge deck on the Route 76 over Route 130 Northbound bridge and replace the superstructures of the Ramp to Route 76 Northbound over Route 130 Southbound and the Route 76 over 130 Southbound bridge.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2B, 6L

Municipalities: Gloucester City

Planning Center: Town Center

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: Maevsky, Andrew

IPD:

Mileposts: 0.7-1.2

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP			78.500							
Fiscal Year Total				**78.500**							
		Total First Four Years:		***78.500***		**Total Later Fiscal Years:**					

DB# 16340 **Route 130, Bridge over Main Branch of Newton Creek** **MRPID: NJR0**

AQCODE: S19

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

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: Upadhyay, Arpita

IPD:

Mileposts: 27.835-28.345

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	BFP	1.200									
CON	NHPP							43.000			
Fiscal Year Total		**1.200**						**43.000**			
		Total First Four Years:		***1.200***		**Total Later Fiscal Years:**		***43.000***			

Camden

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

AQCODE: S10

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

CMP: Not SOV Capacity Adding

Municipalities: Washington Township; Gloucester Township; Runnemede Borough

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Road Assets

Project Manager: Colquitt, Willie

IPD:

Mileposts: 0.0-5.41

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP	15.750									
Fiscal Year Total		**15.750**									
		Total First Four Years:		***15.750***		**Total Later Fiscal Years:**					

DB# 355D **Route 295/42/I-76, Direct Connection, Contract 3**

AQCODE: 2040M

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 3 will include the completion of the new I-295 North bound and Southbound structures over I-76, Route 42, Ramps C and E, and Browning Road; the new Ramp A (Route 42 Northbound to I-295 Northbound) bridge will be completed under this contract along with a portion of Ramp F (I-76 Eastbound to I-295 Southbound); and the new I-295 Southbound direct connection and Ramp A will be opened to traffic upon completion of this contract. Contract 3 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

CMP: Major SOV Capacity

Adding Subcorr(s): 2B, 3D

Municipalities: Bellmawr Borough; Mount Ephraim Borough

Planning Center: Town Center

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: McCleerey, John

IPD:

Mileposts: 26.41 - 27.8

Sponsor: NJDOT

Improvement Type: Roadway New Capacity

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STATE	7.000	5.000	5.000							
Fiscal Year Total		**7.000**	**5.000**	**5.000**							
		Total First Four Years:		***17.000***		**Total Later Fiscal Years:**					

Camden

DB# 355E **Route 295/42/I-76, Direct Connection, Contract 4** **MRPID: NJR0**

AQCODE: 2040M

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

CMP: Major SOV Capacity

Adding Subcorr(s): 2B, 11A

Municipalities: Bellmawr Borough; Mount Ephraim Borough

Planning Center: Town Center

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: Maevsky, Andrew

IPD:2

Mileposts: 26.41 - 27.8

Sponsor: NJDOT

Improvement Type: Roadway New Capacity
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHFP-HWY				20.000	20.000	20.000	6.243			
CON	NHPP			50.000	60.000	60.000	70.450	64.461			
Fiscal Year Total				**50.000**	**80.000**	**80.000**	**90.450**	**70.704**			
		Total First Four Years:		*130.000*		**Total Later Fiscal Years:**		*241.154*			

DB# 24368 **Route 30, Grove Street to CR 536S (Taunton Road)**

AQCODE: S10

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Shamali, Taimur

IPD:

Mileposts: 7.78 - 18.15

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP								23.000		
Fiscal Year Total									**23.000**		
		Total First Four Years:				**Total Later Fiscal Years:**			*23.000*		

Camden

Total for Camden:

69.665	28.595	149.161	85.600	90.452	94.110	185.874	36.300	10.076	7.300
Total First Four Years:			***333.022***	**Total Later Fiscal Years:**				***424.112***	

Gloucester

DB# D2505 **Bridgeton Pike (SR 45) and Berkley Road Mantua Boulevard (CR 632) Intersection Improvements** ***NEW***

AQCODE: R1

This project will provide left turn lanes for Berkley Road / Mantua Boulevard, which will allow both side roads to access the intersection at the same time. currently, each side street has its own light cycle. The intersection will be widened out with larger radii to allow for larger vehicles and buses to turn onto Mantua Boulevard easier. New sidewalk, new striping, new signage and a new signal will all improve the safety of this intersection.

CMP:

Municipalities: Mantua Township
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts:
Improvement Type: Intersection/Interchange Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Gloucester County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA		1.469								
Fiscal Year Total			**1.469**								
		Total First Four Years:	***1.469***			**Total Later Fiscal Years:**					

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

AQCODE: S19

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

CMP:

Municipalities: Deptford Township
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts: 1.05 - 1.15
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Gloucester County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	STBGP-PHILA	0.500									
ROW	STBGP-PHILA	0.100									
CON	STBGP-PHILA			5.990	3.480						
Fiscal Year Total		**0.600**		**5.990**	**3.480**						
		Total First Four Years:	***10.070***			**Total Later Fiscal Years:**					

Gloucester

DB# D9807 **Gloucester County Bus Purchase**

AQCODE: M10

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

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: Local Aid

Project Manager: Buerk, Jesse

Mileposts: N/A

Improvement Type: Transit Improvements
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: Gloucester County

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	CMAQ	0.162		0.162		0.162		0.162		0.162	
Fiscal Year Total		**0.162**		**0.162**		**0.162**		**0.162**		**0.162**	
		Total First Four Years:		***0.324***		**Total Later Fiscal Years:**		***0.486***			

Gloucester

DB# D1203 **Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail**

AQCODE: A2

The project will extend the multi-purpose trail that runs from Glassboro to Williamstown along the former railroad right-of-way to the Elk Township recreational complex, and Elk Township's trail (Elephant Swamp Trail) that runs towards Salem County. The project would not only link to the existing trail that ends at Delsea Drive in Glassboro but also look to link to other facilities such as Rowan University and the Rowan Boulevard project. The trail link to Rowan University would end on campus near Girard Avenue in Glassboro at the future site of the light rail train station that would connect to the City of Woodbury and onward to Philadelphia. A portion of the former rail right-of-way on the easterly side of Route 55 is owned largely by Elk Township. Linking to the existing Elk Township Recreational Complex would involve using the existing bridge on Whig Lane Road (CR619) across Route 55, as well as utilizing a portion of the State highway right-of-way of Route 55 (on the other side of the existing fence away from the highway, separated from any traffic). A small trail bridge is planned across a branch of Still Run along the Route 55 ROW. The southerly link to the Elk Township Recreational Park connects to the Elephant Swamp Trail which extends into Salem County. The project would have the ability to link to existing and planned transit facilities such as: NJ Transit 463 Bus Route in Williamstown on an existing portion of the trail which has connections to NJ Transit's Avondale facility in Camden County (connections to Camden, Philadelphia and Atlantic City); NJ Transit 408 Bus Route in Glassboro at the project beginning of the trail on Route 47 which connects Philadelphia to Millville; the northern terminus of the planned trail at Rowan University in Glassboro would provide a future light rail connection to the City of Woodbury as well as to the Cities of Camden and Philadelphia; and a bike lane link is also planned along a light rail trail spur by the Borough of Glassboro to the Glassboro Arts District along High Street.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

Municipalities: Glassboro Borough; Elk Township

Planning Center: None

CIS Program Subcategory: Local System Support

CIS Program Category: Local System Support

Project Manager: Berryman, Tom

IPD:

Mileposts:

Sponsor: Gloucester County

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA	1.547	3.891								
Fiscal Year Total		**1.547**	**3.891**								
		Total First Four Years:		***5.438***		**Total Later Fiscal Years:**					

Gloucester

DB# D0401 **Gloucester County Roadway Safety Improvements**

AQCODE: S11

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

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Buerk, Jesse
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Gloucester County
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-PHILA		1.000		1.000		1.000		1.000		1.000
Fiscal Year Total			**1.000**		**1.000**		**1.000**		**1.000**		**1.000**
		Total First Four Years:		***2.000***		**Total Later Fiscal Years:**			***3.000***		

DB# D2504 **Intersection Improvements to Clayton Road (CR610) and Franklinville Road/Corkery Lane (CR 612)** ***NEW***

AQCODE: R1

The project is required to alleviate crashes, confusing geometrics and routine backups that occur at the CR610/CR612 intersection. The County Route 610 westbound leg (stop control leg) intersects the aligned legs of Franklinville Road and Clayton Road (the through movement legs) at an acute angle and is slightly misaligned with the Corkery Lane leg (stop control leg) of the intersection. The skew of the intersection along with this slight misalignment creates confusion with motorists on the current stop controlled legs on Clayton Road and Corkery Lane.

CMP:

Municipalities: Monroe Township
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts: 6.24 - 6.90
Improvement Type: Intersection/Interchange Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Gloucester County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-PHILA		2.700	2.436							
Fiscal Year Total			**2.700**	**2.436**							
		Total First Four Years:		***5.136***		**Total Later Fiscal Years:**					

Gloucester

DB# D2500 — **Intersection Improvements to Paulsboro Road (CR 653) and Repaupo Station Road/Asbury Station Road (CR 684)** — *NEW-LG*

AQCODE: R1

This project will address roadway geometric and sight distance issues through providing pedestrian accommodations including ADA compliant ramps, crosswalks, and push buttons and signal heads. In addition, the project will improve bicycle compatibility and safety, upgrade traffic operations at the intersection with alternative solutions, and address the substandard design elements to the maximum extent feasible.

CMP:

Municipalities: Logan Township
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts:
Improvement Type: Intersection/Interchange Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Gloucester County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PE	STBGP-PHILA	0.400									
DES	STBGP-PHILA			0.350							
CON	STBGP-PHILA							2.500			
ROW	STBGP-PHILA					0.100					
Fiscal Year Total		**0.400**		**0.350**		**0.100**		**2.500**			
		Total First Four Years:		***0.750***		**Total Later Fiscal Years:**		***2.600***			

DB# 15302 — **Route 41 and Deptford Center Road**

AQCODE: R1

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

CMP: Minor SOV Capacity
Municipalities: Deptford Township
CIS Program Subcategory: (null)
Project Manager: Obidike, Tony
Mileposts: 3.19
Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Adding Subcorr(s): 11A
Planning Center: Suburban Center
CIS Program Category: Congestion Relief
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP			6.500							
Fiscal Year Total				**6.500**							
		Total First Four Years:		***6.500***		**Total Later Fiscal Years:**					

Gloucester

DB# 25380 **Route 42 and Atlantic City Expressway (ACE) widening**

AQCODE: 2040M

To improve the overall traffic operations and general safety, the South Jersey Transportation Authority (SJTA) is advancing design of the widening of the Atlantic City Expressway (ACE). The project will add a third lane in each direction from milepost (MP) 31.6 (Interchange 31) to the western terminus at State Route 42 MP 44.2 (Interchange 44) in Washington Township, Gloucester County, and Gloucester and Winslow Township, Camden County. In coordination with the NJDOT, the SJTA will also be constructing the extension of an additional North bound lane between Exit 7 (Sicklerville Road) and Exit 7B (College Drive) on Route 42. The project will also replace the superstructure of the Sicklerville Road Overpass structure to increase the vertical clearance on Sicklerville Road. Upon the completion of this project, the entire ACE corridor will be a continuous third-lane section. The project will include the improvement of two mainline bridges over Route 42 and two mainline bridges over the Great Egg Harbor River, and the widening of the Rt 42 Bridge over Sicklerville Road. The project will provide operational and safety improvements for future travelers while aiming to minimize environmental, right-of-way, and structural impacts.

CMP: Major SOV Capacity

Adding Subcorr(s): 3A, 3B

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager:

IPD:

Mileposts: 6.19-7.67

Sponsor: NJDOT

Improvement Type: Roadway New Capacity

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	5.800									
Fiscal Year Total		**5.800**									
		Total First Four Years:		***5.800***		**Total Later Fiscal Years:**					

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

AQCODE: S10

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

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6J

Municipalities: Logan Township; Greenwich Township

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Road Assets

Project Manager: Patel, Jaimini

IPD:

Mileposts: 0.00-5.03

Sponsor:

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP			7.900							
Fiscal Year Total				**7.900**							
		Total First Four Years:		***7.900***		**Total Later Fiscal Years:**					

Gloucester

DB# 14348 **Route 45, Bridge over Woodbury Creek**

AQCODE: S19

Initiated by the Bridge Management System, the project will replace the structurally deficient and functionally obsolete bridge, built in 1892 and modified in 1953, with a precast concrete Northeast Extreme Tee (NEXT) Beam structure.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 11B

Municipalities: Woodbury City

Planning Center: Town Center

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: Alam, Muhammad

IPD:

Mileposts: 26.10-26.28

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	BFP	13.300									
Fiscal Year Total		**13.300**									
		Total First Four Years:	***13.300***			**Total Later Fiscal Years:**					

DB# 23388 **Route 42, Route 322/CR 536 (Sicklerville Road) to CR 555 (Tuckahoe Road/Stagecoach Road)**

AQCODE: S10

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Road Assets

Project Manager: Alam, Muhammad

IPD:

Mileposts: 0.00 -3.43

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-FLEX					9.000					
Fiscal Year Total						**9.000**					
		Total First Four Years:				**Total Later Fiscal Years:**	***9.000***				

Gloucester

DB# 24369 **Route 44, Delaware Street (CR 640) to NJ 44 SB Ramp from I295**

AQCODE: S10

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: Trivedi, Meeta

Mileposts: 9.4 - 10.28

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-FLEX			2.600							
Fiscal Year Total				**2.600**							
		Total First Four Years:		***2.600***		**Total Later Fiscal Years:**					

Total for Gloucester:

21.809	**9.060**	**25.937**	**4.480**	**9.262**	**1.000**	**2.662**	**1.000**	**0.162**	**1.000**
Total First Four Years:	***61.287***			**Total Later Fiscal Years:**	***15.086***				

Mercer

DB# 15312 **Centre Street, Bridge over Amtrak**

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

CMP: Not SOV Capacity Adding

Municipalities: Trenton City

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: McAllister, James

IPD:

Mileposts: 0.07

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	STBGP-FLEX			0.300							
PE	STBGP-FLEX	2.100									
CON	STBGP-FLEX						11.250				
DES	STBGP-FLEX			2.000							
Fiscal Year Total		**2.100**		**2.300**			**11.250**				
		Total First Four Years:		***4.400***		**Total Later Fiscal Years:**			***11.250***		

DB# D2023 **Circulation Improvements Around Trenton Transit Center** ***NEW-LG***

AQCODE: 2040M

The project includes road diets and intersection channelization in the vicinity of the Trenton Transportation Center to improve mobility for bicyclists and pedestrians. The project will realign US-1 on-ramps and close the Chestnut Avenue Bridge to vehicular traffic.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 9A

Municipalities: Trenton City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: N/A

Sponsor: City of Trenton

Improvement Type: Bicycle/Pedestrian Improvement

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-TRENTON				5.886						
DES	STBGP-TRENTON			0.600							
Fiscal Year Total				**0.600**	**5.886**						
		Total First Four Years:		***6.486***		**Total Later Fiscal Years:**					

Mercer

DB# 18350 **Clarksville Road (CR 638), Bridge over Amtrak** **MRPID: NJR0**

AQCODE: S19

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B

Municipalities: West Windsor Township

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: Colquitt, Willie

IPD:

Mileposts: 2.33

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-FLEX					41.500					
DES	STBGP-FLEX			4.000							
PE	STBGP-FLEX		3.100								
ROW	STBGP-FLEX					4.000					
Fiscal Year Total			**3.100**	**4.000**		**45.500**					
		Total First Four Years:		***7.100***		**Total Later Fiscal Years:**			***45.500***		

DB# D2014 **CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave** ***NEW-LG***

AQCODE: R1

Improvements will enhance safety, traffic operations and mobility for all users of the N. Olden Avenue corridor including motorists, pedestrians, bicyclists, and transit users. Per the preliminary preferred alternative (PPA) 2A, improvements will include: 11' travel lanes; 5' bike lane with 2' buffer, and 6-7' sidewalk along Olden Ave between Pennington Rd and Princeton Ave; an 8' wide curbed center median; a total of (4) roundabouts at Parkside Ave, Prospect Ave, Arctic Pkwy, and Capitol Plaza; two (2) proposed HAWK signals; restriping of the New York Ave intersection approach to provide 2 WB through lanes; installation of Rapid Rectangular Flashing Beacons at unsignalized intersections in the City of Trenton; the restriping of Brunswick Ave EB and WB approaches to include left-turn lanes; connection to future Calhoun Street Extension at the Capitol Plaza roundabout; and high-visibility crosswalks. This project graduated from the DVRPC Local Concept Development Program.

CMP: Minor SOV Capacity

Adding Subcorr(s): 4A

Municipalities: Ewing Township; Trenton City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: 3.73 - 5.56

Sponsor: Mercer County

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

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-TRENTON		3.054	1.042	1.000	2.741	5.215	6.034	6.154		
Fiscal Year Total			**3.054**	**1.042**	**1.000**	**2.741**	**5.215**	**6.034**	**6.154**		
		Total First Four Years:		***5.096***		**Total Later Fiscal Years:**			***20.144***		

Mercer

DB# 99334 **Duck Island Landfill, Site Remediation**

AQCODE: S2

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

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A

Municipalities: Hamilton Township

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Road Assets

Project Manager: Brock, Brendan

IPD:3

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
Fiscal Year Total		**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**
		Total First Four Years:		***0.400***		**Total Later Fiscal Years:**			***0.600***		

DB# 25381 **Johnson Trolley Pedestrian Bridge**

AQCODE: A2

The purpose of the project is to create a mixed use crossing over Route 295, providing a connection between segments of the Johnson Trolley Line recreational trail.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Multimodal Programs

Project Manager:

IPD:

Mileposts: 68.70 - 68.70

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	25.000									
Fiscal Year Total		**25.000**									
		Total First Four Years:		***25.000***		**Total Later Fiscal Years:**					

Mercer

DB# D1710 **Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek** **MRPID: NJR0**

AQCODE: S19

Project will replace the Lincoln Avenue Bridge over Amtrak Northeast Corridor (NEC) rail line, an inactive rail yard, and Assunpink Creek. Proposed Improvements include the following listed:
1. Complete replacement of the structure to extend the life of the bridge, correct deficiencies, and meet current design requirements;
2. The structure will be replaced with steel multi-girders (structure depth of 51" and maximum girder spacing of 7');
3. The vertical profile and pier locations will be revised to provide the required horizontal and vertical clearance over the railroad tracks;
4. Standard 12-foot wide lanes, 8-foot wide shoulders, which can be used by bicyclists and as a standard bicycle lane, and 6-foot wide sidewalks for pedestrians on structure;
5. Architectural treatments, such as stone facing, veneer or form liners; galvanized and powder coated steel; aesthetic parapet or railing treatments; colored concrete; decorative lighting; etc. are also being considered.
No roadway widening is proposed. Easement agreements will be required for work that is performed outside of the existing right-of-way, such as grading and sidewalk repairs necessary to meet ADA compliance. Lincoln Avenue serves as an important connector across the aforementioned physical barriers and is the first crossing outside of the central business district of Trenton City. The structure, which was built in 1931 and reconstructed in 1965, was rated 'serious', or 3 on a 0 to 9 scale, with 9 being excellent condition and 0 being failed condition/closed facility. Despite its rating of 3, the bridge is still safe for travel. The rating is primarily due to the condition of the superstructure, which suffers from severely rusted steel throughout and large areas of spalled and delaminated concrete on the deck. The County performed short-term fixes on the structure including lighting, deck repairs and an asphalt overlay until the structure could be replaced. The fund type 'OTHER-DVRPC' reflects a commitment by Mercer County of Local County Aid, Local Aid State Infrastructure Bank, and/or Mercer County general funds to the project.

CMP: Not SOV Capacity Adding

Municipalities: Trenton City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:

Mileposts: 0.0-0.12

Sponsor: Mercer County

Improvement Type: Bridge Repair/Replacement

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	BIP-DVRPC	47.000									
CON	OTHER-DVRPC	14.600									
Fiscal Year Total		**61.600**									
		Total First Four Years:			***61.600***	**Total Later Fiscal Years:**					

Mercer

DB# D1011 **Mercer County Bus Purchase**

AQCODE: M10

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

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory:

Project Manager: Buerk, Jesse

Mileposts: 0

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: Mercer County

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	CMAQ	0.842		0.842		0.842		0.842		0.842	
Fiscal Year Total		**0.842**		**0.842**		**0.842**		**0.842**		**0.842**	
		Total First Four Years:		***1.684***		**Total Later Fiscal Years:**		***2.526***			

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

AQCODE: S19

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

CMP: Not SOV Capacity Adding

Municipalities: Trenton City

CIS Program Subcategory: (null)

Project Manager: Obidike, Tony

Mileposts: 3.07-3.11

Improvement Type: Bridge Repair/Replacement

Adding Subcorr(s): 4A, 9A

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-FLEX					17.000					
DES	STBGP-FLEX			3.000							
ROW	STBGP-FLEX			1.000							
Fiscal Year Total				**4.000**		**17.000**					
		Total First Four Years:		***4.000***		**Total Later Fiscal Years:**		***17.000***			

Mercer

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

AQCODE: S19

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

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8A

Municipalities: Trenton City

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: Marcellus, Evans

IPD:

Mileposts: 0.18

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	BFP	0.500									
DES	BFP	3.000									
CON	NHPP			6.900							
Fiscal Year Total		**3.500**		**6.900**							
		Total First Four Years:		***10.400***		**Total Later Fiscal Years:**					

DB# 17419 **Route 1, Alexander Road to Mapleton Road** **MRPID: NJR0**

AQCODE: 2040M

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

CMP: Minor SOV Capacity

Adding Subcorr(s): 4C, 14A

Municipalities: West Windsor Township

Planning Center: Metropolitan Subcenter

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: Carr, Michael

IPD:

Mileposts: 10.8 - 12.07

Sponsor: NJDOT

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

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	NHPP		2.880								
CON	NHPP				12.564						
Fiscal Year Total			**2.880**		**12.564**						
		Total First Four Years:		***15.444***		**Total Later Fiscal Years:**					

Mercer

DB# 16336 **Route 1B, Bridge over Shabakunk Creek**

AQCODE: S19

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

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

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP		14.000								
Fiscal Year Total			**14.000**								
		Total First Four Years:		***14.000***		**Total Later Fiscal Years:**					

DB# 15317 **Route 64, Bridge over Amtrak** **MRPID: NJR0**

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4C, 14A	
Municipalities:	West Windsor Township	Planning Center: None	
CIS Program Subcategory:	(null)	CIS Program Category: Bridge Assets	
Project Manager:	Kasbekar, Mike	IPD:	
Mileposts:	0.12	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement	**Mapped: Y**	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	BFP	3.000									
DES	BFP	4.800									
CON	NHPP								40.300		
Fiscal Year Total		**7.800**							**40.300**		
		Total First Four Years:		***7.800***		**Total Later Fiscal Years:**			***40.300***		

Mercer

DB# 24385 **Route 1, Route 29 to Perry Street**

AQCODE: S10 — This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Yousafzai, Pooja
Mileposts: 0.1 - 1.3
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP			2.200							
Fiscal Year Total				**2.200**							
		Total First Four Years:		***2.200***		**Total Later Fiscal Years:**					

DB# 16339 **Route 130, Bridge over Millstone River** ***NEW***

AQCODE: S19 — Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1936.

CMP: Not SOV Capacity Adding

Municipalities: East Windsor Township
CIS Program Subcategory: (null)
Project Manager: Carr, Michael
Mileposts: 70.04
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	NHPP		1.250								
CON	NHPP			9.125							
DES	STATE	1.250									
Fiscal Year Total		**1.250**	**1.250**	**9.125**							
		Total First Four Years:		***11.625***		**Total Later Fiscal Years:**					

Mercer

DB# L064 **Route 206, South Broad Street Bridge over Assunpink Creek**

AQCODE: S19

Initiated by the Bridge Management System, this project will rehabilitate the structurally deficient and functionally obsolete bridge, built in 1843.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 8A

Municipalities: Trenton City

Planning Center: Metropolitan Subcenter

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Local System Support

Project Manager: Buerk, Jesse

IPD:7

Mileposts: 42.70

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-TRENTON	7.033	4.119	4.113							
Fiscal Year Total		**7.033**	**4.119**	**4.113**							
		Total First Four Years:		***15.265***		**Total Later Fiscal Years:**					

DB# 24360 **Route 27, Route 206 to Snowden Lane/Riverside Drive West**

AQCODE: S10

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Road Assets

Project Manager: Patel, Jaimini

IPD:

Mileposts: 0 - 1.43 (B)

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-FLEX			4.800							
Fiscal Year Total				**4.800**							
		Total First Four Years:		***4.800***		**Total Later Fiscal Years:**					

Mercer

DB# 19606 **Route 29, Route 295 to Sullivan Way, ATS C#1**

AQCODE: S7

To further build ITS and upgrade existing infrastructure in this corridor to fulfill Traffic Operation needs, including camera coverage/monitoring and the ability to notify motorists of current travel conditions. To more efficiently and effectively move traffic

CMP: Minor SOV Capacity

Adding Subcorr(s): 1A

Municipalities: Hamilton Township; Trenton City

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: McAllister, James

IPD:

Mileposts: 0.00 - 2.60

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STBGP-FLEX		11.500								
Fiscal Year Total			**11.500**								
		Total First Four Years:		***11.500***		**Total Later Fiscal Years:**					

DB# 23603 **Route 295, Route 38 to Independence Avenue**

AQCODE: S7

Safety improvements are needed such as Wrong Way Warning Signs are needed such as Wrong Way Warning Sign on Route 80 Route 80, Landing Road (CR631) to Riverview Drive (CR639).

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: Ononiwu, Charles

IPD:

Mileposts: 40.6 - 60.5

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP				29.000						
Fiscal Year Total					**29.000**						
		Total First Four Years:		***29.000***		**Total Later Fiscal Years:**					

Mercer

DB# 18353 **Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)** **MRPID: NJR0** ***NEW***

AQCODE: 2040M

Initiated by the Congestion Management System, this project will address capacity and operational improvements within the project limits. This project is planned to follow the Design Build delivery process.

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

Municipalities: Lawrence Township; Hamilton Township

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: Marcellus, Evans

IPD:

Mileposts: 65.41-68.44

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation
This project contains ITS elements.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	CMAQ				29.000	27.000					
ROW	CMAQ		3.000								
PE	CMAQ	7.000									
Fiscal Year Total		**7.000**	**3.000**		**29.000**	**27.000**					
		Total First Four Years:		***39.000***		**Total Later Fiscal Years:**			***27.000***		

DB# 23372 **Route 33, Deerwood Drive to Perrineville Road/Prodelin Way (CR625)**

AQCODE: S10

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Road Assets

Project Manager: Trivedi, Meeta

IPD:

Mileposts: 5.0 - 7.4; 12.42 -15.2; 15.2 - 17.55

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP					17.890					
Fiscal Year Total						**17.890**					
		Total First Four Years:				**Total Later Fiscal Years:**			***17.890***		

Mercer

DB# 99362 **Trenton Amtrak Bridges** **MRPID: NJR0**

AQCODE: S19

The three Orphan Bridges carrying Chestnut Avenue, East State and Monmouth Streets over Amtrak are in poor condition. All of the bridges are structurally deficient and functionally obsolete. The bridges and approach roadways include a variety of substandard design elements, including substandard vertical and horizontal clearances, intersection sight distances and unprotected bridge girders. The City of Trenton supports the current two bridge option, which replaces East State Street and Monmouth Street Bridges. Chestnut Avenue Bridge will be removed/demolished. The two bridges will be replaced with single-span, ABC (Accelerated Bridge Construction) systems. Retaining walls are included in the project to minimize impacts to properties. Catenaries will be removed from the existing bridges and up to six new catenary structures will be constructed to re-profile the electric traction facilities.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 9A

Municipalities: Trenton City

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Kasbekar, Mike

IPD:8

Mileposts: CR 635: 0.19-0.31

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	BFP	75.200									
Fiscal Year Total		**75.200**									
		Total First Four Years:		***75.200***		**Total Later Fiscal Years:**					

Total for Mercer:

191.425	**43.003**	**40.022**	**77.550**	**111.073**	**16.565**	**6.976**	**46.554**	**0.942**	**0.100**
Total First Four Years:		***352.000***		**Total Later Fiscal Years:**			***182.210***		

Various

DB# D2305 **DVRPC Carbon Reduction Program** *NEW*

AQCODE: NRS

This new federal-aid funding category established under the IIJA/BIL provides for projects that will reduce transportation emissions, as well as the development of carbon reduction strategies. A carbon reduction strategy is required to identify projects and strategies to support the reduction of transportation emissions. NJDOT's Statewide Carbon Reduction Strategy is due to the federal government by the middle of November 2023. DVRPC is also be pursuing the creation of a regional Carbon Reduction Strategy in the FY24 UPWP.

CMP:

Municipalities:
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts:
Improvement Type: Other

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: DVRPC
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	CR-PHILA	2.619	2.671	2.724	2.779	2.835	2.891	2.949	3.008	3.068	3.130
ERC	CR-TRENTON	0.833	0.850	0.867	0.884	0.902	0.920	0.938	0.957	0.976	0.995
Fiscal Year Total		**3.452**	**3.521**	**3.591**	**3.663**	**3.736**	**3.811**	**3.887**	**3.965**	**4.044**	**4.125**
		Total First Four Years:		***14.226***		**Total Later Fiscal Years:**			***23.568***		

DB# D026 **DVRPC, Future Projects**

AQCODE: X3

This program provides funding for local projects to be selected by the Delaware Valley Regional Planning Commission, the designated Metropolitan Planning Organization for Burlington, Gloucester, Mercer and Camden counties.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Buerk, Jesse
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: DVRPC
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STBGP-PHILA							0.016	2.905	2.043	12.149
ERC	STBGP-TRENTON			1.562	0.577	4.871	2.550	1.886	1.924	8.240	8.405
Fiscal Year Total				**1.562**	**0.577**	**4.871**	**2.550**	**1.902**	**4.829**	**10.282**	**20.553**
		Total First Four Years:		***2.139***		**Total Later Fiscal Years:**			***44.987***		

Various

DB# 10347 **Local Aid Consultant Services**

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory:

Project Manager: Skala, Kyle

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJDOT

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-PHILA		0.200		0.200		0.200		0.200		0.200
Fiscal Year Total			**0.200**		**0.200**		**0.200**		**0.200**		**0.200**
		Total First Four Years:		***0.400***		**Total Later Fiscal Years:**		***0.600***			

DB# X100A **Local Bridges, DVRPC**

AQCODE: S19

Local Bridges, DVRPC

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: Fowler, Stephen

Mileposts:

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: Local Lead

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STBGP-OS-BRDG	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
Fiscal Year Total		**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**
		Total First Four Years:		***20.000***		**Total Later Fiscal Years:**		***30.000***			

Various

DB# X065 **Local CMAQ Initiatives**

AQCODE: X3

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

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Quality of Life
Project Manager: Joshi, Sudhir
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: Local Lead
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	CMAQ	1.762	1.610	1.762	1.610	1.686	1.610	1.762	1.610	1.762	1.610
Fiscal Year Total		**1.762**	**1.610**	**1.762**	**1.610**	**1.686**	**1.610**	**1.762**	**1.610**	**1.762**	**1.610**
		Total First Four Years:		***6.744***		**Total Later Fiscal Years:**			***10.040***		

DB# 06326 **Local Concept Development Support**

AQCODE: X1

This program provides NJDOT project management and environmental support to local governments.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Fowler, Stephen
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: NJDOT
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	STBGP-PHILA	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700
Fiscal Year Total		**0.700**	**0.700**	**0.700**	**0.700**	**0.700**	**0.700**	**0.700**	**0.700**	**0.700**	**0.700**
		Total First Four Years:		***2.800***		**Total Later Fiscal Years:**			***4.200***		

Various

DB# X41C1 **Local County Aid, DVRPC**

AQCODE: X12

This program provides funds allocated to the counties within the DVRPC MPO area for transportation improvements under the NJ Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Skala, Kyle
Mileposts: N/A
Improvement Type: Local County & Municipal Aid

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Local Lead

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	30.146	33.160	36.276	39.441	39.441	39.441	39.441	39.441	39.441	39.441
Fiscal Year Total		**30.146**	**33.160**	**36.276**	**39.441**	**39.441**	**39.441**	**39.441**	**39.441**	**39.441**	**39.441**
		Total First Four Years:		***139.023***		**Total Later Fiscal Years:**			***236.645***		

DB# X98C1 **Local Municipal Aid, DVRPC**

AQCODE: X12

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

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Skala, Kyle
Mileposts: N/A
Improvement Type: Local County & Municipal Aid

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Local Lead

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	26.869	29.747	32.722	35.745	35.745	35.745	35.745	35.745	35.745	35.745
Fiscal Year Total		**26.869**	**29.747**	**32.722**	**35.745**	**35.745**	**35.745**	**35.745**	**35.745**	**35.745**	**35.745**
		Total First Four Years:		***125.083***		**Total Later Fiscal Years:**			***214.470***		

Various

DB# 04314 **Local Safety/ High Risk Rural Roads Program**

AQCODE: S6

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

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Skala, Kyle
Mileposts: N/A
Improvement Type: Intersection/Interchange Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Local Lead
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	HSIP	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**
		Total First Four Years:		***12.000***		**Total Later Fiscal Years:**			***18.000***		

DB# X30A **Metropolitan Planning**

AQCODE: X1

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

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Clark, Andrew
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: MPO
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	PL	3.205	3.270	3.335	3.402	3.470	3.539	3.610	3.682	3.756	3.831
PLS	PL-FTA	1.384	1.411	1.439	1.466	1.494	1.521	1.549	1.577	1.608	1.641
PLS	STBGP-PHILA	2.163	1.800	1.800	2.163	1.800	1.800	1.800	1.800	2.163	1.800
Fiscal Year Total		**6.752**	**6.481**	**6.574**	**7.031**	**6.764**	**6.860**	**6.959**	**7.059**	**7.527**	**7.272**
		Total First Four Years:		***26.838***		**Total Later Fiscal Years:**			***42.441***		

Various

DB# D0407 **Ozone Action Program in New Jersey**

AQCODE: A1

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

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Quality of Life
Project Manager: Buerk, Jesse
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: DVRPC
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	CMAQ	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040
Fiscal Year Total		**0.040**	**0.040**	**0.040**	**0.040**	**0.040**	**0.040**	**0.040**	**0.040**	**0.040**	**0.040**
		Total First Four Years:		*0.160*		**Total Later Fiscal Years:**			*0.240*		

DB# X51 **Pavement Preservation**

AQCODE: S10

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

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Roadway Preservation
Project Manager: Dalwadi, Nisharg
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	NHPP	3.500	3.500	3.500	3.500	3.500	2.940	2.940	2.940	2.940	2.940
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	0.840	0.840	0.840	0.840	0.840
Fiscal Year Total		**4.500**	**4.500**	**4.500**	**4.500**	**4.500**	**3.780**	**3.780**	**3.780**	**3.780**	**3.780**
		Total First Four Years:		*18.000*		**Total Later Fiscal Years:**			*23.400*		

Various

DB# X35A1 Rail-Highway Grade Crossing Program, Federal

AQCODE: S1

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

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: Safety

Project Manager: Spiritosanto, Gregory

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	RHC	0.876	0.893	0.911	0.929	0.948	0.967	0.986	1.006	1.026	1.047
Fiscal Year Total		**0.876**	**0.893**	**0.911**	**0.929**	**0.948**	**0.967**	**0.986**	**1.006**	**1.026**	**1.047**
		Total First Four Years:		*3.610*		**Total Later Fiscal Years:**			*5.980*		

DB# D2005 Regional Transportation Demand Management (TDM) Program

AQCODE: A1

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

CMP:

Municipalities: Various

CIS Program Subcategory:

Project Manager: Buerk, Jesse

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: DVRPC

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	CMAQ	0.100		0.100		0.100		0.100		0.100	
PLS	STBGP-PHILA	0.175	0.050	0.175	0.050	0.175	0.050	0.175	0.050	0.175	0.050
Fiscal Year Total		**0.275**	**0.050**	**0.275**	**0.050**	**0.275**	**0.050**	**0.275**	**0.050**	**0.275**	**0.050**
		Total First Four Years:		*0.650*		**Total Later Fiscal Years:**			*0.975*		

Various

DB# 20605 **Route 295, Essex Avenue to CR 537 (Marne Highway)**

AQCODE: S7

Safety improvements are needed on Route 295, Essex Avenue to CR 537 (Marne Highway).Mobility Engineering has identified the need for the deployment of ATDM (Active Transportation and Demand Management) strategies statewide. The improvement is needed to reduce congestion and crash rate on interstate Route 295, Essex Avenue to CR 537 (Marne Highway)

CMP: Minor SOV Capacity

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Ononiwu, Charles

Mileposts: 26.50 - 41.00

Improvement Type: Signal/ITS Improvements

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP						25.520				
Fiscal Year Total							**25.520**				
		Total First Four Years:					**Total Later Fiscal Years:**		***25.520***		

DB# X107 **Transportation Alternatives Program**

AQCODE: X12

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

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Quality of Life

Project Manager: Skala, Kyle

Mileposts: N/A

Improvement Type: Streetscape

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	TA-PHILA	2.311	2.357	2.404	2.452	2.501	2.551	2.602	2.654	2.707	2.761
ERC	TA-TRENTON	0.735	0.750	0.765	0.780	0.795	0.811	0.828	0.844	0.861	0.878
Fiscal Year Total		**3.045**	**3.106**	**3.168**	**3.232**	**3.296**	**3.362**	**3.430**	**3.498**	**3.568**	**3.640**
		Total First Four Years:		***12.552***			**Total Later Fiscal Years:**		***20.794***		

Various

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

AQCODE: X3

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

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: Local Aid

Project Manager: Buerk, Jesse

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: DVRPC

Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-PHILA		0.600		0.600		0.600		0.600		0.600
Fiscal Year Total			**0.600**		**0.600**		**0.600**		**0.600**		**0.600**
		Total First Four Years:		***1.200***		**Total Later Fiscal Years:**		***1.800***			

DB# 11383 **Transportation Management Associations**

AQCODE: A1

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

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory:

Project Manager: Buerk, Jesse

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-PHILA	2.300	2.300	2.300	2.300	2.300	2.300	2.300	2.300	2.300	2.300
Fiscal Year Total		**2.300**	**2.300**	**2.300**	**2.300**	**2.300**	**2.300**	**2.300**	**2.300**	**2.300**	**2.300**
		Total First Four Years:		***9.200***		**Total Later Fiscal Years:**		***13.800***			

Various

DB# D2004 **Transportation Operations**

AQCODE: X2

The project focuses on proactively managing the transportation system by addressing recurring and nonrecurring congestion which results in emissions reductions. This effort also engages new partners and new training participants every year. The goal is to promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient
use of resources including facilities and funding. This project will provide for the following major components: Transportation Operations Task Force (TOTF), Traffic Incident Management (TIM), Regional Traffic Signal Retiming, TSMO planning efforts, and technical assistance by DVRPC staff.

CMP:

Municipalities: Various
CIS Program Subcategory:
Project Manager: Buerk, Jesse
Mileposts: N/A
Improvement Type: Signal/ITS Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: DVRPC
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	STBGP-PHILA	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130
Fiscal Year Total		**0.130**	**0.130**	**0.130**	**0.130**	**0.130**	**0.130**	**0.130**	**0.130**	**0.130**	**0.130**
		Total First Four Years:		***0.520***		**Total Later Fiscal Years:**			***0.780***		

DB# 01300 **Transportation Systems Management and Operations (TSMO)**

AQCODE: S7

Phase II installation and operations of Regional Integrated Multi-modal Information Sharing (RIMIS), a computer message/digital system to notify agencies about incidents or unusual conditions that affect them. This project also helps to extend RIMIS to include DVRPC county roadways.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Congestion Relief
Project Manager: Buerk, Jesse
Mileposts: N/A
Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: DVRPC
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-PHILA	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166
Fiscal Year Total		**0.166**	**0.166**	**0.166**	**0.166**	**0.166**	**0.166**	**0.166**	**0.166**	**0.166**	**0.166**
		Total First Four Years:		***0.664***		**Total Later Fiscal Years:**			***0.996***		

Various

Total for Various:

89.012	95.205	102.677	108.914	112.599	135.831	109.502	113.119	118.787	129.398
Total First Four Years:		***395.808***		**Total Later Fiscal Years:**			***719.236***		

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DVRPC Regional Transit Projects: NJ TRANSIT

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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NJ TRANSIT

DB# T143 ADA–Platforms/Stations

AQCODE: M8

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

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
Fiscal Year Total		**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**
		Total First Four Years:		***0.460***		**Total Later Fiscal Years:**			***0.690***		

DB# T05 Bridge and Tunnel Rehabilitation

AQCODE: M9

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

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2023	*STBGP-OS-BRDG*	*$0.000*
2023	*STBGP-OS-BRDG*	*$39.100*
		$39.100

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.975	0.975	0.975	0.975	0.975	0.975	0.975	0.975	0.975	0.975
Fiscal Year Total		**0.975**	**0.975**	**0.975**	**0.975**	**0.975**	**0.975**	**0.975**	**0.975**	**0.975**	**0.975**
		Total First Four Years:		***3.898***		**Total Later Fiscal Years:**			***5.847***		

NJ TRANSIT

DB# T111 Bus Acquisition Program

AQCODE: M10

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements
This project may be suitable for ITS treatments.

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2016	*SECT 5339*	*$0.000*
2017	*SECT 5339*	*$0.000*
2019	*SECT 5339*	*$0.000*
		$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CAP	SECT 5307	13.800	20.700	33.802	1.442						
CAP	SECT 5339	4.562	4.702	4.798	4.897	4.997	5.099	5.203	5.310	5.418	5.529
CAP	STATE	20.054	30.805	30.445	38.229	38.476	38.476	38.476	38.476	38.476	9.726
Fiscal Year Total		**38.415**	**56.207**	**69.045**	**44.567**	**43.473**	**43.575**	**43.679**	**43.785**	**43.894**	**15.255**
		Total First Four Years:		***208.235***		**Total Later Fiscal Years:**			***233.661***		

DB# T06 Bus Passenger Facilities/Park and Ride

AQCODE: M7

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184
Fiscal Year Total		**0.184**	**0.184**	**0.184**	**0.184**	**0.184**	**0.184**	**0.184**	**0.184**	**0.184**	**0.184**
		Total First Four Years:		***0.736***		**Total Later Fiscal Years:**			***1.104***		

NJ TRANSIT

DB# T08 **Bus Support Facilities and Equipment**

AQCODE: M4

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2023	*SECT 5307*	*$0.000*
2023	*SECT 5337*	*$0.000*
2023	*SECT 5339*	*$0.000*
		$0.000

TIP Program Years (In Millions) **Later Fiscal Years (In Millions)**

Phase	Fund	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	SECT 5307	2.760	0.077		20.464	34.131	43.086	45.229	47.414	49.643	51.917
ERC	SECT 5339	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
ERC	STATE	1.840	1.909	1.909	1.909	1.909	1.909	1.909	1.909	1.909	1.909
Fiscal Year Total		**4.715**	**2.101**	**2.024**	**22.488**	**36.155**	**45.110**	**47.253**	**49.438**	**51.667**	**53.941**

Total First Four Years: ***31.328*** **Total Later Fiscal Years:** ***283.564***

DB# T68 **Capital Program Implementation**

AQCODE: M1

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

TIP Program Years (In Millions) **Later Fiscal Years (In Millions)**

Phase	Fund	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
ERC	STATE	9.200	9.200	9.200	9.200	9.200	9.200	9.200	9.200	9.200	9.200
Fiscal Year Total		**9.200**	**9.200**	**9.200**	**9.200**	**9.200**	**9.200**	**9.200**	**9.200**	**9.200**	**9.200**

Total First Four Years: ***36.800*** **Total Later Fiscal Years:** ***55.200***

NJ TRANSIT

DB# T515 Casino Revenue Fund

AQCODE: M1

Transportation Assistance for Senior Citizens and Disabled program. State law provides 8.5% of the Casino Tax Fund revenues to be appropriated for transportation services for senior and disabled persons and for capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.Funds may be appropriated from the Property Tax Relief Fund (PTRF), pursuant to budget language.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CAP	CASINO REVENUE	11.417	11.760	12.113	12.476	12.850	13.236	13.633	14.042	14.463	14.897
Fiscal Year Total		**11.417**	**11.760**	**12.113**	**12.476**	**12.850**	**13.236**	**13.633**	**14.042**	**14.463**	**14.897**
		Total First Four Years:		***47.766***		**Total Later Fiscal Years:**			***83.122***		

DB# T13 Claims support

AQCODE: X1

Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023
Fiscal Year Total		**0.023**	**0.023**	**0.023**	**0.023**	**0.023**	**0.023**	**0.023**	**0.023**	**0.023**	**0.023**
		Total First Four Years:		***0.092***		**Total Later Fiscal Years:**			***0.138***		

NJ TRANSIT

DB# T16 Environmental Compliance

AQCODE: M4

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
Fiscal Year Total		**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**
		Total First Four Years:		***2.760***		**Total Later Fiscal Years:**			***4.140***		

DB# T43 High Speed Track Program

AQCODE: M9

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: (null)

Project Manager:

Mileposts: N/A

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152
Fiscal Year Total		**0.152**	**0.152**	**0.152**	**0.152**	**0.152**	**0.152**	**0.152**	**0.152**	**0.152**	**0.152**
		Total First Four Years:		***0.609***		**Total Later Fiscal Years:**			***0.914***		

NJ TRANSIT

DB# T20 **Immediate Action Program**

AQCODE: X13

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.This program also provides funding for Capital Planning activities, project development, and project reviews. The funding supports the development of the agency's capital plan and capital plan updates and funds project research and development activities for capital programs.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	12.100	14.855	19.455	15.990	15.461	24.477	35.638	30.527	34.186	64.615
Fiscal Year Total		**12.100**	**14.855**	**19.455**	**15.990**	**15.461**	**24.477**	**35.638**	**30.527**	**34.186**	**64.615**
		Total First Four Years:		*62.400*		**Total Later Fiscal Years:**			*204.904*		

DB# T95 **Light Rail Infrastructure Improvements**

AQCODE: M5

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**
		Total First Four Years:		*12.000*		**Total Later Fiscal Years:**			*18.000*		

NJ TRANSIT

DB# T2401 Light Rail Infrastructure Systems and Maintenance

AQCODE: M6

Funding is provided for State of Good Repair (SOGR) work to NJ TRANSIT's light rail systems to maintain a condition sufficient for capital assets to operate at a full level of performance. This work includes upgrades to light rail's Supervisory Control and Data Acquisition (SCADA) and Electronic Logic Control Devices systems, including hardware, software, and infrastructure. Right-of-Way improvements to the Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR), and River LINE. Work would include track, ties, drainage, fencing, retaining walls, cable, signal systems and stormwater and erosion control measures. Rail track switch replacements and upgrades.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ Transit

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	SECT 5307	4.600	1.380	2.300	4.140	3.680	2.300	2.300	2.300	2.300	2.300
ERC	STATE	0.460	0.920	0.920	0.920	0.920					
Fiscal Year Total		**5.060**	**2.300**	**3.220**	**5.060**	**4.600**	**2.300**	**2.300**	**2.300**	**2.300**	**2.300**
		Total First Four Years:		***15.640***		**Total Later Fiscal Years:**			***16.100***		

DB# T53E Locomotive Overhaul

AQCODE: M3

Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles; and that the locomotive complies with all applicable emission standards.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2019	*SECT 5307*	*$0.000*
2019	*SECT 5337*	*$0.000*
		$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CAP	SECT 5337	0.251	0.234	0.586	0.307						
CAP	STATE	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147
Fiscal Year Total		**0.398**	**0.381**	**0.733**	**0.454**	**0.147**	**0.147**	**0.147**	**0.147**	**0.147**	**0.147**
		Total First Four Years:		***1.965***		**Total Later Fiscal Years:**			***0.879***		

NJ TRANSIT

DB# T122 Miscellaneous

AQCODE: M1

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
Fiscal Year Total		**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**
		Total First Four Years:		***0.460***		**Total Later Fiscal Years:**			***0.690***		

DB# T44 NEC Improvements

AQCODE: M9

The Northeast Corridor (NEC) Improvements program funds projects that maintain a state-of-good repair along the New Jersey segment of the NEC. State-of-good repair is for right-of-way basic infrastructure, like structures and facilities, track, electric traction and communication and signals. Funds are also for AMTRAK joint benefit projects and NJ TRANSIT specific projects. Work may include associated track and station improvements and platform extensions. STATE (TTF) funds are for expansion of County Yard project to provide additional storage for rail cars. The NEC main line runs 457 miles from Washington, DC to Boston, MA.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

This project may be suitable for ITS treatments.

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2023	*SECT 5307*	*$0.000*
		$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	SECT 5307	3.952	5.139	5.139	5.139	5.139	5.139	5.139	5.139	5.139	5.139
ERC	STATE	3.836	5.649	5.645	5.649	5.649	5.649	5.649	5.649	5.649	5.649
Fiscal Year Total		**7.788**	**10.788**	**10.783**	**10.788**	**10.788**	**10.788**	**10.788**	**10.788**	**10.788**	**10.788**
		Total First Four Years:		***40.147***		**Total Later Fiscal Years:**			***64.728***		

NJ TRANSIT

DB# T55 Other Rail Station/Terminal Improvements

AQCODE: M8

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

This project may be suitable for ITS treatments.

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2017	*SECT 5307*	*$0.000*
		$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	1.428	1.428	1.428	1.428	1.428	1.428	1.428	1.428	1.428	1.428
Fiscal Year Total		**1.428**	**1.428**	**1.428**	**1.428**	**1.428**	**1.428**	**1.428**	**1.428**	**1.428**	**1.428**
		Total First Four Years:		***5.713***		**Total Later Fiscal Years:**			***8.569***		

DB# T121 Physical Plant

AQCODE: M4

Funding is provided for demolition of out-of-service facilities, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc. including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Transportation Support Facilities

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	2.091	2.091	2.091	2.091	2.091	2.091	2.091	2.091	2.091	2.091
Fiscal Year Total		**2.091**	**2.091**	**2.091**	**2.091**	**2.091**	**2.091**	**2.091**	**2.091**	**2.091**	**2.091**
		Total First Four Years:		***8.366***		**Total Later Fiscal Years:**			***12.548***		

NJ TRANSIT

DB# T135 **Preventive Maintenance-Bus**

AQCODE: M3

Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2023	*SECT 5307*	*$2.676*
		$2.676

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CAP	SECT 5307	24.222	24.222	24.222	24.222	24.222	24.222	24.222	24.222	24.222	24.222
Fiscal Year Total		**24.222**	**24.222**	**24.222**	**24.222**	**24.222**	**24.222**	**24.222**	**24.222**	**24.222**	**24.222**
		Total First Four Years:		***96.890***		**Total Later Fiscal Years:**			***145.334***		

DB# T39 **Preventive Maintenance-Rail**

AQCODE: M3

State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2023	*SECT 5307*	*$0.000*
2023	*SECT 5337*	*$11.023*
		$11.023

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CAP	SECT 5307	4.380	4.380	4.380	4.380	4.380	4.380	4.380	4.380	4.380	4.380
CAP	SECT 5337	9.758	9.758	9.758	9.758	9.758	9.758	9.758	9.758	9.758	9.758
Fiscal Year Total		**14.138**	**14.138**	**14.138**	**14.138**	**14.138**	**14.138**	**14.138**	**14.138**	**14.138**	**14.138**
		Total First Four Years:		***56.552***		**Total Later Fiscal Years:**			***84.828***		

NJ TRANSIT

DB# T106 **Private Carrier Equipment Program**

AQCODE: M1

This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CAP	STATE	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
Fiscal Year Total		**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**
		Total First Four Years:		***2.760***		**Total Later Fiscal Years:**			***4.140***		

DB# T53G **Rail Fleet Overhaul**

AQCODE: M1

This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CAP	SECT 5307	4.319	2.120	2.520	1.612	1.442	1.442	1.442	0.174		
CAP	SECT 5337	5.269	2.446	3.304	5.239	3.783	4.183	10.167	5.711	3.728	2.907
CAP	STATE	1.267	0.703								
Fiscal Year Total		**10.855**	**5.270**	**5.824**	**6.851**	**5.224**	**5.624**	**11.608**	**5.885**	**3.728**	**2.907**
		Total First Four Years:		***28.800***		**Total Later Fiscal Years:**			***34.977***		

NJ TRANSIT

DB# T903 **Rail Infrastructure Resiliency**

AQCODE: X13

Funding is provided for rail infrastructure resiliency throughout the NJ TRANSIT commuter rail system. During Superstorm Sandy, NJ TRANSIT's rail network experienced substation flooding, track washouts, overhead catenary wires downed, and signal systems damaged. Potential projects include raising substations that are now subject to flooding, replacing wooden catenary poles with steel on the Gladstone Line, constructing seawalls along the North Jersey Coast Line, installing sheeting at bridge approaches and raising signal bungalows.Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

CMP:

Municipalities:

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Other

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	STATE	0.088	0.088	0.088	0.088	0.088					
Fiscal Year Total		**0.088**	**0.088**	**0.088**	**0.088**	**0.088**					
		Total First Four Years:		***0.352***		**Total Later Fiscal Years:**			***0.088***		

NJ TRANSIT

DB# T112 **Rail Rolling Stock Procurement**

AQCODE: M10

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit and can be found in the Introduction Section of the STIP.CMAQ:Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support the design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2023	*SECT 5307*	*$0.000*
2023	*SECT 5537*	*$0.000*
		$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CAP	CMAQ	4.395	4.395	4.395	6.197	4.395	4.395	4.395	4.395	4.395	4.395
CAP	SECT 5307	0.000	0.428			0.183	1.004	1.004	2.271	2.445	2.445
CAP	SECT 5337	0.929	15.586	15.597	13.426	16.480	16.480		4.871	7.279	8.532
CAP	STATE	10.321	10.435	4.821	4.510	4.447	4.447	4.447	5.786	4.874	4.447
Fiscal Year Total		**15.646**	**30.844**	**24.813**	**24.133**	**25.505**	**26.325**	**9.845**	**17.324**	**18.994**	**19.819**
		Total First Four Years:		***95.436***		**Total Later Fiscal Years:**			***117.811***		

NJ TRANSIT

DB# T902 **Rail Station Resiliency**

AQCODE: X13

Funding is provided to make NJ TRANSIT's rail stations and adjacent yards and tracks more resilient to future storms. Hoboken Terminal/Yard and SecaucusJunction were impacted by Superstorm Sandy, as were other stations throughout NJ TRANSIT's system. Funding is provided for flood mitigation at thoselocations, including the potential filling of Long Slip in Hoboken Yard, constructing flood walls, flood proofing, and improving stormwater detention systems.Funding is provided for improvements to crew quarters in Bayhead, Hoboken and other locations to ensure the availability of crews post-storms. Funding is alsoprovided for rail stations resiliency system-wide. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the IntroductionSection of the STIP.

CMP:

Municipalities:

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	STATE	0.088	0.088	0.088	0.088	0.088					
Fiscal Year Total		**0.088**	**0.088**	**0.088**	**0.088**	**0.088**					
		Total First Four Years:		***0.352***		**Total Later Fiscal Years:**			***0.088***		

DB# T37 **Rail Support Facilities and Equipment**

AQCODE: M11

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. FY24 includes funding for SANDY – Long Slip Fill and Rail Enhancement resilience project in response to Superstorm Sandy.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	SECT 5307		0.191								
ERC	SECT 5337	0.908									
ERC	STATE	0.708	0.532	0.298	0.298	0.298	0.298	0.298	0.298	0.298	0.298
Fiscal Year Total		**1.616**	**0.723**	**0.298**	**0.298**	**0.298**	**0.298**	**0.298**	**0.298**	**0.298**	**0.298**
		Total First Four Years:		***2.934***		**Total Later Fiscal Years:**			***1.786***		

NJ TRANSIT

DB# T509 **Safety Improvement Program**

AQCODE: M9

This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: (null)

Project Manager:

Mileposts: N/A

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Transportation Support Facilities

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042
Fiscal Year Total		**0.042**	**0.042**	**0.042**	**0.042**	**0.042**	**0.042**	**0.042**	**0.042**	**0.042**	**0.042**
		Total First Four Years:		***0.170***		**Total Later Fiscal Years:**			***0.255***		

DB# T150 **Section 5310 Program**

AQCODE: M1

The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. MATCH funds are provided from the State.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2019	*CMAQ*	*$0.000*
2019	*SECT 5310*	*$0.000*
2021	*SECT 5310*	*$0.000*
2023	*SECT 5310*	*$1.377*
		$1.377

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CAP	SECT 5310	2.701	2.782	2.838	2.895	2.953	3.012	3.072	3.133	3.196	3.260
CAP	STATE	0.403	0.403	0.403	0.403	0.403	0.403	0.403	0.403	0.403	0.403
Fiscal Year Total		**3.104**	**3.185**	**3.240**	**3.297**	**3.355**	**3.414**	**3.474**	**3.536**	**3.598**	**3.662**
		Total First Four Years:		***12.826***		**Total Later Fiscal Years:**			***21.040***		

NJ TRANSIT

DB# T151 Section 5311 Program

AQCODE: M1

Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2021	*SECT 5311*	*$0.000*
		$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CAP	MATCH	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437
CAP	SECT 5311	1.397	1.439	1.468	1.497	1.527	1.558	1.589	1.621	1.653	1.686
CAP	STATE	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023
Fiscal Year Total		**1.857**	**1.899**	**1.928**	**1.957**	**1.987**	**2.018**	**2.049**	**2.081**	**2.113**	**2.146**
		Total First Four Years:		*7.641*		**Total Later Fiscal Years:**			*12.393*		

DB# T508 Security Improvements

AQCODE: M1

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: Security

Project Manager:

Mileposts:

Improvement Type: Other

This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
SWI	STATE	1.028	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568
Fiscal Year Total		**1.028**	**0.568**	**0.568**	**0.568**	**0.568**	**0.568**	**0.568**	**0.568**	**0.568**	**0.568**
		Total First Four Years:		*2.732*		**Total Later Fiscal Years:**			*3.409*		

NJ TRANSIT

DB# T50 **Signals and Communications/Electric Traction Systems**

AQCODE: M6

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.645	0.645	1.231	1.231	1.231	1.231	1.231	1.231	1.231	1.231
Fiscal Year Total		**0.645**	**0.645**	**1.231**	**1.231**	**1.231**	**1.231**	**1.231**	**1.231**	**1.231**	**1.231**
		Total First Four Years:		***3.750***		**Total Later Fiscal Years:**			***7.384***		

DB# T120 **Small/Special Services Program**

AQCODE: A1

This program funds the Vanpool Sponsorship Program, local Travel Demand Management (TDM), and East Windsor Community Shuttle operating support. Funding contracts work done by the eight Transportation Management Associations (TMAs) to promote transit use and other Travel Demand Management strategies.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2019	*CMAQ*	*$0.000*
2019	*SECT 5307*	*$0.000*
		$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416
Fiscal Year Total		**0.416**	**0.416**	**0.416**	**0.416**	**0.416**	**0.416**	**0.416**	**0.416**	**0.416**	**0.416**
		Total First Four Years:		***1.663***		**Total Later Fiscal Years:**			***2.495***		

NJ TRANSIT

DB# T88 Study and Development

AQCODE: X1

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 4B, 8A, 14A

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Study & Development

CIS Program Category: Congestion Relief

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Other

This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	SECT 5307	0.094	0.437		0.364	0.820					
PLS	STATE	2.252	1.694	1.694	1.694	1.694	1.302	1.302	1.302	1.302	1.302
Fiscal Year Total		**2.346**	**2.131**	**1.694**	**2.058**	**2.515**	**1.302**	**1.302**	**1.302**	**1.302**	**1.302**
		Total First Four Years:		***8.229***		**Total Later Fiscal Years:**			***9.026***		

DB# T500 Technology Improvements

AQCODE: M5

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

This project contains ITS elements.

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2023	*SECT 5307*	*$0.000*
		$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	4.815	3.366	3.366	3.366	3.366	3.366	3.366	3.366	3.366	3.366
Fiscal Year Total		**4.815**	**3.366**	**3.366**	**3.366**	**3.366**	**3.366**	**3.366**	**3.366**	**3.366**	**3.366**
		Total First Four Years:		***14.914***		**Total Later Fiscal Years:**			***20.198***		

NJ TRANSIT

DB# T42 **Track Program**

AQCODE: M9

The Track Program is for ongoing system-wide rehabilitation of the railroad track infrastructure. Funding is provided for track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way equipment, interlocking improvements, passing sidings and other improvements.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	1.670	1.670	1.670	1.670	1.670	1.670	1.670	1.670	1.670	1.670
Fiscal Year Total		**1.670**	**1.670**	**1.670**	**1.670**	**1.670**	**1.670**	**1.670**	**1.670**	**1.670**	**1.670**
		Total First Four Years:			***6.680***	**Total Later Fiscal Years:**				***10.021***	

NJ TRANSIT

DB# T210 **Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)**

AQCODE: M7

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Federal assistance was awarded for the U.S. Route 9 Bus Rapid Transit project in the amount of $470,000. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of $500,000. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.Per previous NJTPA Board Action, reflects the transfer of Carbon Reduction funds in the amount of $27.306M to the Greenway and Transitway project. In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2023	*SECT 5339*	*$0.000*
2023	*STP-TE*	*$0.000*
		$0.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	SECT 5307		0.881	0.881	0.881	0.881	0.881	0.881	0.881	0.881	0.881
ERC	STATE		0.958	11.491	26.644	22.379	22.550	22.551	22.360	22.360	22.360
Fiscal Year Total			**1.839**	**12.372**	**27.525**	**23.260**	**23.431**	**23.431**	**23.241**	**23.241**	**23.241**
		Total First Four Years:		***41.736***		**Total Later Fiscal Years:**			***139.845***		

NJ TRANSIT

DB# T300 **Transit Rail Initiatives**

AQCODE: NRS

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Expansion

Project Manager:

Mileposts:

Improvement Type: Transit Improvements
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	5.580	5.580	5.580	5.580	10.357	10.356	10.357	10.356	10.356	10.356
Fiscal Year Total		**5.580**	**5.580**	**5.580**	**5.580**	**10.357**	**10.356**	**10.357**	**10.356**	**10.356**	**10.356**
		Total First Four Years:		***22.321***		**Total Later Fiscal Years:**		***62.139***			

Total for Various:

186.714	**213.770**	**237.616**	**248.015**	**260.467**	**276.718**	**280.119**	**279.367**	**285.392**	**289.991**
Total First Four Years:		***886.114***		**Total Later Fiscal Years:**		***1,672.054***			

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DVRPC Regional Transit Projects: DRPA/PATCO

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PLANNING COMMISSION

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DRPA/PATCO

DB# DR008 Electrical Cable Replacement

AQCODE: M6

This program will provide for systemwide replacement of electrical cable to improve reliability and fire resistance.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: DRPA Improvement

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: N

Unobligated Prior Year Funding

Year	*Fund*	*Cost*

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	DRPA	0.250	0.250	0.750	1.000	0.250					
ERC	SECT 5337	1.000	1.000	3.000	4.000	1.000					
Fiscal Year Total		**1.250**	**1.250**	**3.750**	**5.000**	**1.250**					
		Total First Four Years:		*11.250*		**Total Later Fiscal Years:**			*1.250*		

DB# DR2302 Embankment Restoration, Drainage Improvement & Retaining Walls Rehabilitation

AQCODE: M9

This program will address embankment restoration to prevent erosion and preserve drainage control. Project includes fencing and retaining wall rehabilitation or replacement.

CMP:

Municipalities: Various

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	DRPA	0.500	0.500	0.500	0.500						
CON	SECT 5337	2.000	2.000	2.000	2.000						
Fiscal Year Total		**2.500**	**2.500**	**2.500**	**2.500**						
		Total First Four Years:		*10.000*		**Total Later Fiscal Years:**					

DRPA/PATCO

DB# DR1501 **PATCO Interlocking & Track Rehabilitation** **MRPID: NJT0**

AQCODE: M9

This program includes rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: DRPA Improvement

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	DRPA	1.625	2.125	2.000	1.500	1.000	0.875				
EC	SECT 5307	2.500	3.000	4.000	4.000	3.000	3.000				
EC	SECT 5337	4.000	5.500	4.000	2.000	1.000	0.500				
Fiscal Year Total		**8.125**	**10.625**	**10.000**	**7.500**	**5.000**	**4.375**				
		Total First Four Years:		***36.250***		**Total Later Fiscal Years:**		***9.375***			

DB# DR2303 **PATCO Lindenwold Shop**

AQCODE: M8

Rehabilitation of the PATCO Lindenwold Shop building that is over 50 years old. This project will upgrade all building systems.

CMP:

Municipalities: Lindenwold Borough

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	DRPA			0.750	1.000	1.250	0.750				
CON	SECT 5337			3.000	4.000	5.000	3.000				
Fiscal Year Total				**3.750**	**5.000**	**6.250**	**3.750**				
		Total First Four Years:		***8.750***		**Total Later Fiscal Years:**		***10.000***			

DRPA/PATCO

DB# DR2307 PATCO Rail Replacement

AQCODE: M9

This project will replace PATCO's running rail and third rail above ground in New Jersey. Ferry Avenue to Lindenwold, select sections.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	DRPA					0.625	0.625	0.625			
DES	DRPA				0.125						
CON	SECT 5337					2.500	2.500	2.500			
DES	SECT 5337				0.500						
Fiscal Year Total					**0.625**	**3.125**	**3.125**	**3.125**			
		Total First Four Years:			***0.625***	**Total Later Fiscal Years:**			***9.375***		

DB# DR2308 PATCO Retaining Wall & Enbankment Restoration

AQCODE: M8

This program will address embankment restoration to prevent erosion and preserve drainage control. Project includes fencing and retaining wall rehabilitation or replacement.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	DRPA						0.063	0.375			
CON	DRPA								0.750	0.750	0.750
DES	SECT 5337						0.250	1.500			
CON	SECT 5337								3.000	3.000	3.000
Fiscal Year Total							**0.313**	**1.875**	**3.750**	**3.750**	**3.750**
		Total First Four Years:				**Total Later Fiscal Years:**			***13.438***		

DRPA/PATCO

DB# DR2306 PATCO Signal System

AQCODE: M9

Project will include upgrades to the train signal system in New Jersey.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	DRPA						0.375	1.000	1.125	1.313	
DES	DRPA				0.125	0.250					
CON	SECT 5337						1.500	4.000	4.500	5.250	
DES	SECT 5337				0.500	1.000					
Fiscal Year Total					**0.625**	**1.250**	**1.875**	**5.000**	**5.625**	**6.563**	
		Total First Four Years:			***0.625***	**Total Later Fiscal Years:**			***20.313***		

DB# DR1803 PATCO Station Platform Rehabilitation

MRPID: NJT0

AQCODE: M8

Project will include planning, design, and reconstruction of PATCO Station Platforms. Work will include rehabilitation as well as replacement of concrete platforms and supporting structures including concrete and steel repairs.

CMP: Not SOV Capacity Adding

Municipalities: Cherry Hill Township

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts: N/A

Improvement Type: Transit Improvements

Adding Subcorr(s): 2C, 5C

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	DRPA	0.088	0.088	0.125	0.250	0.375	0.375	1.125	1.125	1.125	1.125
ERC	SECT 5307	0.350	0.350	0.500	1.000	1.500	1.500	4.500	4.500	4.500	4.500
Fiscal Year Total		**0.438**	**0.438**	**0.625**	**1.250**	**1.875**	**1.875**	**5.625**	**5.625**	**5.625**	**5.625**
		Total First Four Years:			***2.750***	**Total Later Fiscal Years:**			***26.250***		

DRPA/PATCO

DB# DR2006 PATCO Stations Modernizations

AQCODE: M8

Modernize all commuter stations and extend the useful life of the stations and their major components. This project will enhance the experience for riders and motorists who use the facilities and enhance the appeal to nearby residents, businesses, and property.

CMP:

Municipalities: Various
CIS Program Subcategory:
Project Manager: DRPA/PATCO
Mileposts: N/A
Improvement Type: Transit Improvements

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: DRPA/PATCO
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	DRPA	0.375	0.375			0.375	0.375	0.375	0.375	0.375	0.375
EC	SECT 5337	1.500	1.500			1.500	1.500	1.500	1.500	1.500	1.500
Fiscal Year Total		**1.875**	**1.875**			**1.875**	**1.875**	**1.875**	**1.875**	**1.875**	**1.875**
		Total First Four Years:		***3.750***		**Total Later Fiscal Years:**			***11.250***		

DB# DR2304 PATCO Substation Improvements

AQCODE: M6

The project will include upgrades to equipment, including rehabilitation of the buildings at New Jersey PATCO substations.

CMP:

Municipalities:
CIS Program Subcategory:
Project Manager: DRPA/PATCO
Mileposts:
Improvement Type: Transit Improvements

Planning Center: None
CIS Program Category: Mass Transit Assets
IPD:
Sponsor: DRPA/PATCO
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	DRPA						0.500	0.500	0.500	0.500	0.500
DES	DRPA				0.125	0.250					
DES	SECT 5337				0.500	1.000					
CON	SECT 5337						2.000	2.000	2.000	2.000	2.000
Fiscal Year Total					**0.625**	**1.250**	**2.500**	**2.500**	**2.500**	**2.500**	**2.500**
		Total First Four Years:		***0.625***		**Total Later Fiscal Years:**			***13.750***		

DRPA/PATCO

DB# D1911 **PATCO Track Resurfacing & Rail Profile Grinding**

AQCODE: M9

This project involves adjusting the track to eliminate minor horizontal and vertical shifts that impact ride quality. Work also includes the replacement of rail ties, ballast cleaning, and improvements to the shoulder that impact the track.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	DRPA	0.038	0.038	0.050	0.050	0.188	0.188	0.188	0.188	0.188	0.188
CON	SECT 5307	0.150	0.150	0.200	0.200	0.750	0.750	0.750	0.750	0.750	0.750
Fiscal Year Total		**0.188**	**0.188**	**0.250**	**0.250**	**0.938**	**0.938**	**0.938**	**0.938**	**0.938**	**0.938**
		Total First Four Years:			***0.875***	**Total Later Fiscal Years:**			***5.625***		

DB# DR2305 **PATCO Traction Power**

AQCODE: M6

Project will include upgrades to the PATCO traction power system in New Jersey.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	DRPA						0.375	1.000	1.125	1.313	
DES	DRPA				0.125	0.250					
CON	SECT 5337						1.500	4.000	4.500	5.250	
DES	SECT 5337				0.500	1.000					
Fiscal Year Total					**0.625**	**1.250**	**1.875**	**5.000**	**5.625**	**6.563**	
		Total First Four Years:			***0.625***	**Total Later Fiscal Years:**			***20.313***		

DRPA/PATCO

DB# DR2007 **PATCO Viaduct Preservation Project**

AQCODE: M9

The purpose of this project is to improve and protect the Collingswood and Westmont viaducts and will extend the useful life of this portion of the PATCO infrastructure.

CMP:

Municipalities: Various

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts: N/A

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	DRPA	0.625	0.375	0.125			0.250	0.250	0.250		
EC	SECT 5337	2.500	1.500	0.500			1.000	1.000	1.000		
Fiscal Year Total		**3.125**	**1.875**	**0.625**			**1.250**	**1.250**	**1.250**		
		Total First Four Years:		***5.625***			**Total Later Fiscal Years:**		***3.750***		

DB# D1305 **Pedestrian Bridge and Tunnel Rehabilitation**

AQCODE: A2

This project will provide for the planning, design, and construction to rehabilitate Pedestrian Bridges and Tunnels. The projects will allow for preventive repairs of bridges and tunnels owned by PATCO, including structural steel and concrete repairs, installation of protective coatins, miscellaneous steel repair, joint filler and spot paint.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5B, 5C

Municipalities: Various

CIS Program Subcategory: DRPA Improvement

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	DRPA			0.125	0.125	0.125					
EC	SECT 5337			0.500	0.500	0.500					
Fiscal Year Total				**0.625**	**0.625**	**0.625**					
		Total First Four Years:		***1.250***			**Total Later Fiscal Years:**		***0.625***		

DRPA/PATCO

DB# DR034 **Preventive Maintenance**

AQCODE: M3

This project will provide for preventive maintenance expenses pertaining to activities performed on vehicles and facilities.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: DRPA Improvement

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	DRPA	0.163	0.063	0.063	0.163	0.323	0.338	0.400	0.400	0.400	0.400
ERC	SECT 5307	0.050	0.050	0.050	0.050	0.750	0.750	1.000	1.000	1.000	0.700
ERC	SECT 5337	0.600	0.200	0.200	0.600	0.600	0.600	0.600	0.600	0.600	1.000
Fiscal Year Total		**0.813**	**0.313**	**0.313**	**0.813**	**1.673**	**1.688**	**2.000**	**2.000**	**2.000**	**2.100**
		Total First Four Years:		***2.250***		**Total Later Fiscal Years:**			***11.460***		

DB# D1912 **Rehabilitation of PATCO Bridges**

AQCODE: M9

Project will consist of the planning, design, and construction to rehabilitate PATCO Bridges. Work will include concrete and steel repairs, bearing replacement, column repairs, drainage, and abutment/wingwall repairs.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	DRPA	0.025	0.125	0.375	0.375	0.375	0.500				
ERC	SECT 5337	0.100	0.500	1.500	1.500	1.500	2.000				
Fiscal Year Total		**0.125**	**0.625**	**1.875**	**1.875**	**1.875**	**2.500**				
		Total First Four Years:		***4.500***		**Total Later Fiscal Years:**			***4.375***		

DRPA/PATCO

DB# DR2301 **Replacement of Track Ties**

AQCODE: M9

This project will involve the replacement of cracked/broken concrete ties, split/decaying wood ties, and decaying embedded block ties throughout the PATCO track Right-of-Way.

CMP:

Municipalities: Various

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	DRPA	0.063	0.063	0.025	0.025	0.025	0.125	0.125	0.125	0.125	0.125
CON	SECT 5337	0.250	0.250	0.100	0.100	0.100	0.500	0.500	0.500	0.500	0.500
Fiscal Year Total		**0.313**	**0.313**	**0.125**	**0.125**	**0.125**	**0.625**	**0.625**	**0.625**	**0.625**	**0.625**
		Total First Four Years:		***0.875***		**Total Later Fiscal Years:**			***3.250***		

DB# DR1802 **Subway Structures Renovation**

AQCODE: M8

This program will provide for preventive repairs of pedestrian bridges, tunnels, subway stations, pump rooms owned by PATCO including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory:

Project Manager: DRPA/PATCO

Mileposts: N/A

Improvement Type: Transit Improvements

Planning Center: Metropolitan Center

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	DRPA	0.375	0.375	0.250							
ERC	SECT 5337	1.500	1.500	1.000							
Fiscal Year Total		**1.875**	**1.875**	**1.250**							
		Total First Four Years:		***5.000***		**Total Later Fiscal Years:**					

DRPA/PATCO

DB# DR1501A **Track Drainage Improvements-Cuthbert & Osage**

AQCODE: M9

This project will involve the rebuilding of the track bed, removal of fouled ballast and installation of new track drains. Rebuilding of the track and installation of new drains is intended to address the profile issues PATCO has experienced at these locations for the last 20 years. It is a break-out of the parent project, PATCO Interlocking & Track Rehabilitation (DB #DR1501).

CMP:

Municipalities:
CIS Program Subcategory:
Project Manager: Howard, Mike
Mileposts: n/a
Improvement Type: Transit Improvements

Planning Center: None
CIS Program Category:
IPD:
Sponsor: DRPA/PATCO
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	DRPA	1.500	1.375	0.500	0.250						
CON	SECT 5307	3.000	2.500	1.000	1.000						
CON	SECT 5337	3.000	3.000	1.000							
Fiscal Year Total		**7.500**	**6.875**	**2.500**	**1.250**						
		Total First Four Years:		***18.125***		**Total Later Fiscal Years:**					

DB# DR036 **Transit Enhancements**

AQCODE: X12

This program will support transit enhancements.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: DRPA Improvement
Project Manager: DRPA/PATCO
Mileposts:
Improvement Type: Transit Improvements

Planning Center: None
CIS Program Category: Mass Transit Assets
IPD:
Sponsor: DRPA/PATCO
Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	DRPA	0.013	0.013	0.013	0.013	0.050	0.050	0.075	0.075	0.075	0.075
ERC	SECT 5307	0.050	0.050	0.050	0.050	0.200	0.200	0.300	0.300	0.300	0.300
Fiscal Year Total		**0.063**	**0.063**	**0.063**	**0.063**	**0.250**	**0.250**	**0.375**	**0.375**	**0.375**	**0.375**
		Total First Four Years:		***0.250***		**Total Later Fiscal Years:**		***2.000***			

Total for Various:

28.188	**28.813**	**28.250**	**28.750**	**28.610**	**28.813**	**30.188**	**30.188**	**30.813**	**17.788**
Total First Four Years:	***114.000***			**Total Later Fiscal Years:**	***166.398***				

Statewide Program

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Mercer

DB# 15322 **Delaware & Raritan Canal Bridges**

AQCODE: S19

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal. The following federal appropriation was repurposed to this project: DEMO ID# NJ 289.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 8A, 14A

Municipalities: Various

Planning Center: Metropolitan Subcenter

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: Dalwadi, Nisharg

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	BFP-OS-BRDG	0.930									
ERC	STBGP-FLEX	27.085	15.100	56.825	50.020	10.800					
ERC	STBGP-OS-BRDG		5.575	2.200	1.370	15.250	1.930	5.330	11.630	7.370	
Fiscal Year Total		**28.015**	**20.675**	**59.025**	**51.390**	**26.050**	**1.930**	**5.330**	**11.630**	**7.370**	
		Total First Four Years:		***159.105***		**Total Later Fiscal Years:**			***52.309***		

Total for Mercer:

28.015	**20.675**	**59.025**	**51.390**	**26.050**	**1.930**	**5.330**	**11.630**	**7.370**	
Total First Four Years:		***159.105***		**Total Later Fiscal Years:**			***52.309***		

Various

DB# X12 Acquisition of Right of Way

AQCODE: X7

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Kook, David

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway New Capacity

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	STATE	0.200	0.450	0.450	0.450	0.450	0.450	0.450	0.450	0.450	0.650
Fiscal Year Total		**0.200**	**0.450**	**0.450**	**0.450**	**0.450**	**0.450**	**0.450**	**0.450**	**0.450**	**0.650**
		Total First Four Years:		***1.550***		**Total Later Fiscal Years:**				***2.900***	

DB# 11344 ADA Curb Ramp Implementation

AQCODE: A2

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Multimodal Programs

Project Manager: Section, Chrystal

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE		0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	0.840	0.840	0.840	0.840	0.840
Fiscal Year Total		**1.000**	**1.023**	**1.023**	**1.023**	**1.023**	**0.863**	**0.863**	**0.863**	**0.863**	**0.863**
		Total First Four Years:		***4.068***		**Total Later Fiscal Years:**				***5.335***	

Various

DB# 19315 Aeronautics and UAS Program

AQCODE: NRS

This program provides funding for programs delivered under the Bureau of Aeronautics. The programs supported include the State Airport System Plan (SASP); the Public Use Airport Task Force ; the Aeronautical Facilities Licensing Program; the Unmanned Aircraft Systems (UAS) Program for various inspections and programs; the Airport Management Program for the two NJDOT owned airports - Greenwood Lake Airport and South Jersey Regional Airport; the Air Safety and Zoning Program; and Airport Safety and Inspection.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Davis, Kimbrali

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Airport Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.375	0.375	0.375	0.375	0.375	0.375	0.375	0.375	0.375	0.750
Fiscal Year Total		**0.375**	**0.375**	**0.375**	**0.375**	**0.375**	**0.375**	**0.375**	**0.375**	**0.375**	**0.750**
		Total First Four Years:		***1.500***		**Total Later Fiscal Years:**			***2.625***		

DB# 08415 Airport Improvement Program

AQCODE: NRS

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for aviation planning purposes, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Davis, Kimbrali

Mileposts: N/A

Improvement Type: Other

This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Airport Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**
		Total First Four Years:		***16.000***		**Total Later Fiscal Years:**			***24.000***		

Various

DB# 01335 Betterments, Dams

AQCODE: X1

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	0.100	0.225	0.300	0.225	0.225	0.225	0.225	0.225	0.225	0.300
Fiscal Year Total		**0.100**	**0.225**	**0.300**	**0.225**	**0.225**	**0.225**	**0.225**	**0.225**	**0.225**	**0.300**
		Total First Four Years:		***0.850***		**Total Later Fiscal Years:**			***1.425***		

DB# X72B Betterments, Roadway Preservation

AQCODE: S10

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Yiu, Jackie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	12.000	13.500	13.500	13.500	13.500	13.500	13.500	13.500	13.500	18.000
Fiscal Year Total		**12.000**	**13.500**	**13.500**	**13.500**	**13.500**	**13.500**	**13.500**	**13.500**	**13.500**	**18.000**
		Total First Four Years:		***52.500***		**Total Later Fiscal Years:**			***85.500***		

Various

DB# X72C Betterments, Safety

AQCODE: S9

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Safety

Project Manager: Yiu, Jackie

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	12.000	14.000	14.000	15.000	15.000	15.000	15.000	15.000	25.000	35.000
Fiscal Year Total		**12.000**	**14.000**	**14.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**25.000**	**35.000**
		Total First Four Years:		***55.000***		**Total Later Fiscal Years:**			***120.000***		

DB# X185 Bicycle & Pedestrian Facilities/Accommodations

AQCODE: A2

This is a comprehensive program to ensure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access, mobility, and safety. It includes addressing bicycle, pedestrian, transit and micro-mobility travel needs through the development of improvements on state, county and local roadways either by inclusion in existing capital projects, development of independent projects or through assistance to counties and municipalities. Projects must accommodate the needs of all travelers.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: LiSanti, Daniel / Singh, Jeevanjot / Shaikh, Khalid

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Multimodal Programs

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	CMAQ	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
ERC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
ERC	TA-FLEX	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		**6.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**
		Total First Four Years:		***24.000***		**Total Later Fiscal Years:**			***36.000***		

Various

DB# X07F **Bridge and Structure Inspection, Miscellaneous**

AQCODE: X5

This program will provide funding for the inspection of miscellaneous types of structures such as pedestrian bridges and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: (null)
Project Manager: Bal, Harjit
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.150
Fiscal Year Total		**0.113**	**0.113**	**0.113**	**0.113**	**0.113**	**0.113**	**0.113**	**0.113**	**0.113**	**0.150**
		Total First Four Years:		***0.450***		**Total Later Fiscal Years:**			***0.713***		

DB# 03304 **Bridge Deck/Superstructure Replacement Program**

AQCODE: S19

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, coring, non-destructive evaluation/testing, survey, aerial photography, photogrammetry, base mapping and engineering.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Bridge Preservation
Project Manager: Dalwadi, Nisharg
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	BFP-OS-BRDG	70.000									
ERC	NHPP	24.000	24.000	24.000	24.000	24.000	20.160	20.160	20.160	20.160	20.160
ERC	STBGP-OS-BRDG	10.330	4.505	6.430		2.980				12.960	20.330
Fiscal Year Total		**104.330**	**28.505**	**30.430**	**24.000**	**26.980**	**20.160**	**20.160**	**20.160**	**33.120**	**40.490**
		Total First Four Years:		***187.264***		**Total Later Fiscal Years:**			***161.069***		

Various

DB# 98315 Bridge Emergency Repair

AQCODE: S19

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

CMP: Not SOV Capacity Adding

Municipalities:
Planning Center: None
CIS Program Subcategory: Bridge Preservation
CIS Program Category: Bridge Assets
Project Manager: Yiu, Jackie
IPD:
Mileposts: N/A
Sponsor: NJDOT
Improvement Type: Bridge Repair/Replacement
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	63.000	63.750	66.750	86.750	83.750	86.750	83.750	86.750	100.000	100.000
Fiscal Year Total		**63.000**	**63.750**	**66.750**	**86.750**	**83.750**	**86.750**	**83.750**	**86.750**	**100.000**	**100.000**
		Total First Four Years:		***280.250***		**Total Later Fiscal Years:**			***541.000***		

DB# X07A Bridge Inspection

AQCODE: X3

This program will provide funding for inspection of highway-carrying state NBIS bridges and local NBIS bridges as required by federal regulations. Also, this program enables the in-depth scour evaluation of potentially scour susceptible bridges, load rating calculations, overweight truck analysis, and NHI trainings.

CMP: Not SOV Capacity Adding

Municipalities: Various
Planning Center: None
CIS Program Subcategory: Bridge Preservation
CIS Program Category: Bridge Assets
Project Manager: Bal, Harjit
IPD:
Mileposts: N/A
Sponsor: NJDOT
Improvement Type: Bridge Repair/Replacement
Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	NHPP	17.500	16.000	17.500	16.000	17.500	13.440	14.700	13.440	14.700	13.440
EC	STBGP-FLEX	9.700	11.700	9.700	11.700	9.700	9.828	8.148	9.828	8.148	9.828
EC	STBGP-OS-BRDG	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000
Fiscal Year Total		**35.200**	**35.700**	**35.200**	**35.700**	**35.200**	**31.268**	**30.848**	**31.268**	**30.848**	**31.268**
		Total First Four Years:		***141.800***		**Total Later Fiscal Years:**			***190.700***		

Various

DB# 17341 Bridge Inspection Program, Minor Bridges

AQCODE: X3

This program will provide funding for inspection of state-owned, county-owned and locally-owned highway-carrying Minor bridges (culverts). Minor bridges are greater than 5 feet and less than 20 feet in length.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Bal, Harjit

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	6.000	6.600	8.000	6.000	6.000	6.000	6.000	6.000	6.600	6.600
Fiscal Year Total		**6.000**	**6.600**	**8.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.600**	**6.600**
		Total First Four Years:		***26.600***		**Total Later Fiscal Years:**			***37.200***		

DB# 14404 Bridge Maintenance and Repair, Movable Bridges

AQCODE: S19

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Yiu, Jackie

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	18.000	18.750	18.750	18.750	18.750	18.750	18.750	18.750	20.000	20.000
Fiscal Year Total		**18.000**	**18.750**	**18.750**	**18.750**	**18.750**	**18.750**	**18.750**	**18.750**	**20.000**	**20.000**
		Total First Four Years:		***74.250***		**Total Later Fiscal Years:**			***115.000***		

Various

DB# 17357 **Bridge Maintenance Fender Replacement**

AQCODE: S19

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Yiu, Jackie

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	NHPP	4.000	15.000	4.000	15.000	4.000	6.300	1.680	6.300	1.680	6.300
ERC	STBGP-FLEX	1.000	5.000	1.000	5.000	1.000	2.100	0.420	2.100	0.420	2.100
Fiscal Year Total		**5.000**	**20.000**	**5.000**	**20.000**	**5.000**	**8.400**	**2.100**	**8.400**	**2.100**	**8.400**
		Total First Four Years:		***50.000***		**Total Later Fiscal Years:**			***34.400***		

DB# 17358 **Bridge Maintenance Scour Countermeasures**

AQCODE: X13

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Yiu, Jackie

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	NHPP	5.000	5.000	5.000	5.000	5.000	2.100	2.100	2.100	2.100	2.100
ERC	STBGP-FLEX	4.000	4.000	4.000	4.000	4.000	1.680	1.680	1.680	1.680	1.680
Fiscal Year Total		**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**3.780**	**3.780**	**3.780**	**3.780**	**3.780**
		Total First Four Years:		***36.000***		**Total Later Fiscal Years:**			***27.900***		

Various

DB# X70 **Bridge Management System**

AQCODE: X1

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-FLEX	1.500	1.500	1.500	1.500	1.500	1.260	1.260	1.260	1.260	1.260
Fiscal Year Total		**1.500**	**1.500**	**1.500**	**1.500**	**1.500**	**1.260**	**1.260**	**1.260**	**1.260**	**1.260**
		Total First Four Years:			***6.000***		**Total Later Fiscal Years:**			***7.800***	

DB# 13323 **Bridge Preventive Maintenance**

AQCODE: S10

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Bridge Assets

Project Manager: Yiu, Jackie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	NHPP	25.000	25.000	25.000	25.000	25.000	21.000	21.000	21.000	21.000	21.000
EC	STATE	25.000	28.250	33.250	39.250	38.250	39.250	38.250	39.250	68.250	73.250
EC	STBGP-FLEX	15.000	15.000	15.000	15.000	15.000	12.600	12.600	12.600	12.600	12.600
Fiscal Year Total		**65.000**	**68.250**	**73.250**	**79.250**	**78.250**	**72.850**	**71.850**	**72.850**	**101.850**	**106.850**
		Total First Four Years:			***285.750***		**Total Later Fiscal Years:**			***504.500***	

Various

DB# 08381 Bridge Replacement, Future Projects

AQCODE: S19

This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Fowler, Stephen

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	BFP	4.852									
ERC	BFP-OS-BRDG	72.740									
ERC	NHPP	16.262	18.322	18.645	21.269	17.929	19.088	18.853	18.840	18.514	18.553
ERC	STATE	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	1.000
ERC	STBGP-OS-BRDG	10.000									
Fiscal Year Total		**104.604**	**19.072**	**19.395**	**22.019**	**18.679**	**19.838**	**19.603**	**19.590**	**19.264**	**19.553**
		Total First Four Years:		***165.090***		**Total Later Fiscal Years:**			***116.527***		

DB# 98316 Bridge Scour Assessment

AQCODE: S19

This program will provide funding for scour appraisals of bridges required by the federal regulation. Scour appraisals are required to determine the scour vulnerability of bridges. Also, this program enables scour monitoring, scour countermeasures and development of the scour plan of actions for scour critical bridges.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
Fiscal Year Total		**0.150**	**0.150**	**0.150**	**0.150**	**0.150**	**0.150**	**0.150**	**0.150**	**0.150**	**0.150**
		Total First Four Years:		***0.600***		**Total Later Fiscal Years:**			***0.900***		

Various

DB# 22352 Carbon Reduction Program

AQCODE: NRS

Established pursuant to Section 11403 of the Infrastructure Investment and Jobs Act (IIJA). Eligibility includes establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements, installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

CMP:

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Fowler, Stephen

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	CR-B50K200K	0.196	0.200	0.204	0.208	0.212	0.217	0.221	0.225	0.230	0.234
ERC	CR-B5K50K	0.539	0.549	0.560	0.572	0.583	0.595	0.607	0.619	0.631	0.644
PLS	CR-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
ERC	CR-L5K	1.314	1.341	1.367	1.395	1.423	1.451	1.480	1.510	1.540	1.571
Fiscal Year Total		**3.049**	**3.090**	**3.132**	**3.174**	**3.218**	**3.262**	**3.307**	**3.354**	**3.401**	**3.449**
		Total First Four Years:		***12.445***		**Total Later Fiscal Years:**		***19.991***			

DB# 22355 CMAQ Initiatives, Statewide

AQCODE: NRS

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to provide a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and the former nonattainment areas that are now in compliance (maintenance areas).

CMP:

Municipalities:

CIS Program Subcategory: Congestion Relief

Project Manager: Fowler, Stephen

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	CMAQ	11.250	19.800	22.800	0.500	0.603	3.852	34.356	38.539	38.865	43.884
Fiscal Year Total		**11.250**	**19.800**	**22.800**	**0.500**	**0.603**	**3.852**	**34.356**	**38.539**	**38.865**	**43.884**
		Total First Four Years:		***54.350***		**Total Later Fiscal Years:**		***160.099***			

Various

DB# 02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)

AQCODE: S7

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

CMP: Minor SOV Capacity

Municipalities:

CIS Program Subcategory: Congestion Relief

Project Manager: Patel, Bindesh

Mileposts: N/A

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	2.500	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	6.000
Fiscal Year Total		**2.500**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**6.000**
		Total First Four Years:		***11.500***		**Total Later Fiscal Years:**			***21.000***		

DB# X180 Construction Inspection

AQCODE: NRS

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Doshi, Jetal

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	13.000
Fiscal Year Total		**12.000**	**12.000**	**12.000**	**12.000**	**12.000**	**12.000**	**12.000**	**12.000**	**12.000**	**13.000**
		Total First Four Years:		***48.000***		**Total Later Fiscal Years:**			***73.000***		

Various

DB# 05304 **Construction Program IT System (TRNS.PORT)**

AQCODE: X1

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Doshi, Jetal

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	5.000	4.050	4.050	4.050	4.050	4.050	4.050	4.050	4.050	5.000
Fiscal Year Total		**5.000**	**4.050**	**4.050**	**4.050**	**4.050**	**4.050**	**4.050**	**4.050**	**4.050**	**5.000**
		Total First Four Years:		***17.150***		**Total Later Fiscal Years:**			***25.250***		

DB# 09316 **Culvert Replacement Program**

AQCODE: S2

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Dalwadi, Nisharg

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.500	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	2.000
ERC	STBGP-FLEX	2.000	2.000	2.000	2.000	2.000	1.680	1.680	1.680	1.680	1.680
Fiscal Year Total		**2.500**	**3.000**	**3.000**	**3.000**	**3.000**	**2.680**	**2.680**	**2.680**	**2.680**	**3.680**
		Total First Four Years:		***11.500***		**Total Later Fiscal Years:**			***17.400***		

Various

DB# X142 DBE Supportive Services Program

AQCODE: X1

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Taliaferro, Cheryl / Reilly, Raymond

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020
EC	STBGP-FLEX	0.600	0.600	0.600	0.600	0.600	0.504	0.504	0.504	0.504	0.504
Fiscal Year Total		**0.620**	**0.620**	**0.620**	**0.620**	**0.620**	**0.524**	**0.524**	**0.524**	**0.524**	**0.524**
		Total First Four Years:		***2.480***		**Total Later Fiscal Years:**			***3.240***		

DB# X106 Design, Emerging Projects

AQCODE: X5

This program provides initial funding for Capital Program Management task order agreements as well as projects that have graduated from the Concept Development phase. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Dalwadi, Nisharg

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	STATE	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	10.500
PE	STATE	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	4.500
DES	STBGP-FLEX	0.250	0.250	0.250	0.250	0.250	0.210	0.210	0.210	0.210	0.210
Fiscal Year Total		**13.000**	**13.000**	**13.000**	**13.000**	**13.000**	**12.960**	**12.960**	**12.960**	**12.960**	**15.210**
		Total First Four Years:		***52.000***		**Total Later Fiscal Years:**			***80.050***		

Various

DB# 05342 **Design, Geotechnical Engineering Tasks**

AQCODE: X5

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
DES	STATE	0.375	0.375	0.375	0.375	0.375	0.375	0.375	0.375	0.375	0.500
Fiscal Year Total		**0.375**	**0.375**	**0.375**	**0.375**	**0.375**	**0.375**	**0.375**	**0.375**	**0.375**	**0.500**
		Total First Four Years:		***1.500***		**Total Later Fiscal Years:**			***2.375***		

DB# X197 **Disadvantaged Business Enterprise**

AQCODE: X1

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Taliaferro, Cheryl / Reilly, Raymond

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-FLEX	0.250	0.250	0.250	0.250	0.250	0.210	0.210	0.210	0.210	0.210
Fiscal Year Total		**0.250**	**0.250**	**0.250**	**0.250**	**0.250**	**0.210**	**0.210**	**0.210**	**0.210**	**0.210**
		Total First Four Years:		***1.000***		**Total Later Fiscal Years:**			***1.300***		

Various

DB# X154D **Drainage Rehabilitation & Improvements**

AQCODE: X5

This program funds low-cost/high-value drainage projects on the state highway drainage system. The work performed through this program will be utilized to assess and track the location and condition of drainage pipes which includes corrugated metal pipes.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Yiu, Jackie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-FLEX	23.000	23.000	23.000	23.000	23.000	9.660	9.660	9.660	9.660	9.660
Fiscal Year Total		**23.000**	**23.000**	**23.000**	**23.000**	**23.000**	**9.660**	**9.660**	**9.660**	**9.660**	**9.660**
		Total First Four Years:		***92.000***		**Total Later Fiscal Years:**			***71.300***		

DB# X154 **Drainage Rehabilitation and Maintenance, State**

AQCODE: S2

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Yiu, Jackie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	14.000	24.250	17.000	19.000	20.000	19.000	20.000	19.000	30.000	46.000
Fiscal Year Total		**14.000**	**24.250**	**17.000**	**19.000**	**20.000**	**19.000**	**20.000**	**19.000**	**30.000**	**46.000**
		Total First Four Years:		***74.250***		**Total Later Fiscal Years:**			***154.000***		

Various

DB# X241 **Electrical Facilities**

AQCODE: NRS

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Road Assets

Project Manager: Yiu, Jackie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	4.000	4.500	4.500	4.500	4.500	4.500	4.500	4.500	4.500	8.000
Fiscal Year Total		**4.000**	**4.500**	**4.500**	**4.500**	**4.500**	**4.500**	**4.500**	**4.500**	**4.500**	**8.000**
		Total First Four Years:		***17.500***		**Total Later Fiscal Years:**			***30.500***		

DB# 04324 **Electrical Load Center Replacement, Statewide**

AQCODE: NRS

This program provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Road Assets

Project Manager: Yiu, Jackie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	4.000	4.500	4.500	4.500	4.500	4.500	4.500	4.500	4.500	8.000
Fiscal Year Total		**4.000**	**4.500**	**4.500**	**4.500**	**4.500**	**4.500**	**4.500**	**4.500**	**4.500**	**8.000**
		Total First Four Years:		***17.500***		**Total Later Fiscal Years:**			***30.500***		

Various

DB# 17360 **Emergency Management and Transportation Security Support**

AQCODE: X13

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Burd, Robert

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	1.125	1.125	1.125	1.125	1.125	1.125	1.125	1.125	1.125	1.500
Fiscal Year Total		**1.125**	**1.125**	**1.125**	**1.125**	**1.125**	**1.125**	**1.125**	**1.125**	**1.125**	**1.500**
		Total First Four Years:		***4.500***		**Total Later Fiscal Years:**			***7.125***		

DB# X75 **Environmental Investigations**

AQCODE: X1

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: McBride, William

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	5.625	5.625	5.625	5.625	5.625	5.625	5.625	5.625	5.625	7.500
Fiscal Year Total		**5.625**	**5.625**	**5.625**	**5.625**	**5.625**	**5.625**	**5.625**	**5.625**	**5.625**	**7.500**
		Total First Four Years:		***22.500***		**Total Later Fiscal Years:**			***35.625***		

Various

DB# 03309 **Environmental Project Support**

AQCODE: X1

This program provides payments for environmental services for the following activities: preparation of regulatory agency permit applications and permit fees; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources surveys and mitigation; hazardous waste investigations and studies; asbestos surveys and abatement; hydrology/hydraulic investigations and studies; air/noise studies; the US Fish & Wildlife Service liaison agreement; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Fairfax, Brenna

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	1.200
Fiscal Year Total		**0.900**	**0.900**	**0.900**	**0.900**	**0.900**	**0.900**	**0.900**	**0.900**	**0.900**	**1.200**
		Total First Four Years:		***3.600***		**Total Later Fiscal Years:**			***5.700***		

DB# X15 **Equipment (Vehicles, Construction, Safety)**

AQCODE: M2

This program provides funding for the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, Highway Advisory Radio System (HARs) trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Transportation Support Facilities

Project Manager: Ennas, Anthony / DErrico, Anthony

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	12.000	14.250	14.250	14.250	14.250	14.250	14.250	14.250	14.250	20.000
Fiscal Year Total		**12.000**	**14.250**	**14.250**	**14.250**	**14.250**	**14.250**	**14.250**	**14.250**	**14.250**	**20.000**
		Total First Four Years:		***54.750***		**Total Later Fiscal Years:**			***91.250***		

Various

DB# X15A **Equipment, Snow and Ice Removal**

AQCODE: S2

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Ennas, Anthony / DErrico, Anthony

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Transportation Support Facilities

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	4.000
Fiscal Year Total		**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**4.000**
		Total First Four Years:		***12.000***		**Total Later Fiscal Years:**			***19.000***		

DB# 00377 **Ferry Program**

AQCODE: NRS

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: Clifton, Genevieve

Mileposts: N/A

Improvement Type: Other

This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Multimodal Programs

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	FBP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**
		Total First Four Years:		***16.000***		**Total Later Fiscal Years:**			***24.000***		

Various

DB# X201 Guiderail Upgrade

AQCODE: S9

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH).

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Safety

Project Manager: Dalwadi, Nisharg

Mileposts: N/A

Improvement Type: Streetscape

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	NHPP	50.000	50.000	50.000	50.000	50.000	8.400	8.400	8.400	8.400	8.400
Fiscal Year Total		**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**8.400**	**8.400**	**8.400**	**8.400**	**8.400**
		Total First Four Years:		***200.000***		**Total Later Fiscal Years:**			***92.000***		

DB# 97008 High-Mast Light Poles

AQCODE: NRS

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Roadway Preservation

Project Manager: Bal, Harjit

Mileposts: N/A

Improvement Type: Streetscape

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	NHPP	1.000	1.000	1.000	1.000	1.000	0.840	0.840	0.840	0.840	0.840
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	0.840	0.840	0.840	0.840	0.840
Fiscal Year Total		**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**1.680**	**1.680**	**1.680**	**1.680**	**1.680**
		Total First Four Years:		***8.000***		**Total Later Fiscal Years:**			***10.400***		

Various

DB# 09388 **Highway Safety Improvement Program Planning**

AQCODE: S6

This item consists of three programs- Safety Management System (SMS) safety work program, Rail-Highway safety work program and any local safety plans or planning assistance needs. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with the Safety Improvement Programs in an effort to reduce crashes and crash severity on New Jersey's roadways. The SMS work programs fulfills the staffing needs for the above identified function. The SMS work program also includes funding for Safety Resource center; the development, update, and implementation of the Strategic Highway Safety Plan (SHSP); Highway Safety Improvement Program (on-call) and any staff augmentation contracts. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements. Local safety plans and planning assistance will provide the MPOs with resources to develop plans and safety applications for their sub-regions, if needed.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: LiSanti, Daniel / Singh, Jeevanjot / Shaikh, Khalid

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	HSIP	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total		**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**
		Total First Four Years:		*40.000*		**Total Later Fiscal Years:**			*60.000*		

DB# X2500 **Information Technology Support**

AQCODE: NRS

This program provides funding for software utilized by various DOT units in direct support of the Capital Program. This software is utilized for program implementation across multiple Divisions. This includes, but is not limited to, critical software such as Bentley, Samsara, Paecetrack, Transportation Asset Management System (TAMS), Primavera, Project Management and Reporting System, and AASHTOware products.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: Calderon, Ronald

Mileposts:

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
Fiscal Year Total		**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**
		Total First Four Years:		*20.000*		**Total Later Fiscal Years:**			*30.000*		

Various

DB# 15343 **Intelligent Traffic Signal Systems**

AQCODE: S7

This program will seek to improve mobility on New Jersey's arterial highways. By dynamically managing NJ's arterials from NJDOT's Arterial Management Center, this program supports NJDOT's Vision to employ technologies to adapt to changing conditions and environments. Existing traffic signals will be strategically, systematically, and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, adaptive traffic signals. These projects will consist of installing new controllers, intelligent software and algorithms, robust detection, communication, connected vehicle technology, and safety countermeasures at signalized intersections. These projects will aim to reduce congestion, improve air quality, and reduce carbon emissions. This program includes technical and engineering support to maintain and operate NJDOT's intelligent traffic signal systems and the communication infrastructure that supports those systems. This program also includes annual training for the various traffic signal related software and procedures that are utilized by NJDOT staff.

CMP: Minor SOV Capacity

Municipalities:

CIS Program Subcategory: (null)

Project Manager: McVeigh, Kelly

Mileposts: N/A

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	CMAQ	10.262	5.519	8.073	8.776	9.827	9.583	9.335	10.262	10.300	10.500
ERC	CR-FLEX	10.246	10.471	10.701	10.935	11.173	11.417	11.665	11.919	12.177	12.440
EC	STBGP-FLEX	3.500	3.500	3.500	3.500	3.500	2.940	2.940	2.940	2.940	2.940
Fiscal Year Total		**24.008**	**19.490**	**22.274**	**23.211**	**24.500**	**23.940**	**23.940**	**25.121**	**25.417**	**25.880**
		Total First Four Years:		***88.983***		**Total Later Fiscal Years:**		***148.798***			

DB# 13304 **Intelligent Transportation System Resource Center**

AQCODE: S7

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Mathur, Vandana

Mileposts: N/A

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-FLEX	3.500	3.500	3.500	3.500	3.500	2.940	2.940	2.940	2.940	2.940
Fiscal Year Total		**3.500**	**3.500**	**3.500**	**3.500**	**3.500**	**2.940**	**2.940**	**2.940**	**2.940**	**2.940**
		Total First Four Years:		***14.000***		**Total Later Fiscal Years:**		***18.200***			

Various

DB# X151 **Interstate Service Facilities**

AQCODE: X9

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Quality of Life

Project Manager: Zeleznock, Andrew

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	0.563	0.563	0.563	0.563	0.563	0.563	0.563	0.563	0.563	0.750
Fiscal Year Total		**0.563**	**0.563**	**0.563**	**0.563**	**0.563**	**0.563**	**0.563**	**0.563**	**0.563**	**0.750**
		Total First Four Years:		***2.250***		**Total Later Fiscal Years:**			***3.563***		

DB# 23314 **ITS Safety Program**

AQCODE: S7

This program uses Highway Safety Improvement Program (HSIP) funding for designing and constructing a functional ITS system addressing safety on arterials, highways and vehicles, which will establish connectivity between the infrastructure users to enable exchange of information for the purpose of safety mitigation and improvement. The program will deploy systems such as, but not limited to, wrong way driving detection and alert systems (WWDD&AS), truck safety warning systems (TSWS), pedestrian passive and dynamic detection systems (PPDDS) and development of other applications to improve safety for all roadway users using ITS as a tool, providing safety mitigation along NJ's roadways.

CMP:

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Patel, Bindesh

Mileposts:

Improvement Type: Signal/ITS Improvements

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	HSIP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**
		Total First Four Years:		***16.000***		**Total Later Fiscal Years:**			***24.000***		

Various

DB# 13305 **Job Order Contracting Infrastructure Repairs, Statewide**

AQCODE: NRS

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge, movable bridge, roadway drainage systems, roadway repair, lighting, basin restoration work, etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under $1M per project.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Yiu, Jackie

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	NHPP	18.000	18.000	18.000	18.000	18.000	15.120	15.120	15.120	15.120	15.120
EC	STATE	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	20.000
Fiscal Year Total		**33.000**	**33.000**	**33.000**	**33.000**	**33.000**	**30.120**	**30.120**	**30.120**	**30.120**	**35.120**
		Total First Four Years:		***132.000***		**Total Later Fiscal Years:**			***188.600***		

DB# X137 **Legal Costs for Right of Way Condemnation**

AQCODE: X7

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Morley, Steven

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	2.075	2.075	2.075	2.075	2.075	2.075	2.075	2.075	2.075	2.075
Fiscal Year Total		**2.075**	**2.075**	**2.075**	**2.075**	**2.075**	**2.075**	**2.075**	**2.075**	**2.075**	**2.075**
		Total First Four Years:		***8.300***		**Total Later Fiscal Years:**			***12.450***		

Various

DB# X186 Local Aid, Infrastructure Fund

AQCODE: NRS

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above $7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Local Aid

Project Manager: Skala, Kyle

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: Local Lead

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500
Fiscal Year Total		**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**
		Total First Four Years:		***30.000***		**Total Later Fiscal Years:**			***45.000***		

DB# X186B Local Aid, State Transportation Infrastructure Bank

AQCODE: NRS

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Skala, Kyle

Mileposts: N/A

Improvement Type: Local County & Municipal Aid

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: Local Lead

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	20.500	20.500	20.500	20.500	20.500	20.500	20.500	20.500	20.500	20.500
Fiscal Year Total		**20.500**	**20.500**	**20.500**	**20.500**	**20.500**	**20.500**	**20.500**	**20.500**	**20.500**	**20.500**
		Total First Four Years:		***82.000***		**Total Later Fiscal Years:**			***123.000***		

Various

DB# 08387 **Local Bridges, Future Needs**

AQCODE: S19

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Local System Support

Project Manager: Skala, Kyle

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	44.000	44.000	44.000	44.000	44.000	44.000	44.000	44.000	44.000	44.000
Fiscal Year Total		**44.000**	**44.000**	**44.000**	**44.000**	**44.000**	**44.000**	**44.000**	**44.000**	**44.000**	**44.000**
		Total First Four Years:		***176.000***		**Total Later Fiscal Years:**			***264.000***		

DB# 17390 **Local Freight Impact Fund**

AQCODE: NRS

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Local System Support

Project Manager: Skala, Kyle

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000	28.000
Fiscal Year Total		**28.000**	**28.000**	**28.000**	**28.000**	**28.000**	**28.000**	**28.000**	**28.000**	**28.000**	**28.000**
		Total First Four Years:		***112.000***		**Total Later Fiscal Years:**			***168.000***		

Various

DB# X98Z **Local Municipal Aid, Urban Aid**

AQCODE: NRS

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Skala, Kyle

IPD:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total		**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**
		Total First Four Years:		***40.000***		**Total Later Fiscal Years:**			***60.000***		

DB# 01309 **Maritime Transportation System**

AQCODE: NRS

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Clifton, Genevieve

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	20.000	20.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	20.000
Fiscal Year Total		**20.000**	**20.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**20.000**
		Total First Four Years:		***70.000***		**Total Later Fiscal Years:**			***95.000***		

Various

DB# 07332 Minority and Women Workforce Training Set Aside

AQCODE: X2

State law requires that an allocation of one half of one percent for State construction contracts over $1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Genovese, Tony

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	1.125	1.125	1.125	1.000	1.000	1.000	1.000	1.000	1.125	1.125
Fiscal Year Total		**1.125**	**1.125**	**1.125**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.125**	**1.125**
		Total First Four Years:		***4.375***		**Total Later Fiscal Years:**			***6.250***		

DB# 13306 Mobility and Systems Engineering Program

AQCODE: S7

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), monitoring Work zone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) hard shoulder use, (f) performance measures and, (g) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology such as Connected Vehicle and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database and funding for Multimodal Transportation Coordination and Information Related Services.

CMP: Minor SOV Capacity

Municipalities:

Planning Center: None

CIS Program Subcategory: (null)

CIS Program Category: Congestion Relief

Project Manager: Patel, Bindesh

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	NHPP	20.000	20.000	20.000	20.000	20.000	16.800	16.800	16.800	16.800	16.800
EC	STATE	2.000	2.250	2.250	2.250	2.250	2.250	2.250	2.250	2.250	4.000
Fiscal Year Total		**22.000**	**22.250**	**22.250**	**22.250**	**22.250**	**19.050**	**19.050**	**19.050**	**19.050**	**20.800**
		Total First Four Years:		***88.750***		**Total Later Fiscal Years:**			***119.250***		

Various

DB# X233 **Motor Vehicle Crash Record Processing**

AQCODE: X1

The Bureau of Transportation Data and Support (BTDS), Crash Records Unit is responsible for collecting crash reports annually. These records, which are provided by police, are used to identify causes, determine areas of focus, prioritize locations of high crash frequency, and develop effective traffic safety countermeasures. The activities include crash records processing, ARD application, and vendor management for crash records and electronic data transfer.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Safety

Project Manager: Choborda, Stephen / Shaikh, Khalid

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	HSIP	6.400	6.400	6.400	6.400	6.400	6.400	6.400	6.400	6.400	6.400
Fiscal Year Total		**6.400**	**6.400**	**6.400**	**6.400**	**6.400**	**6.400**	**6.400**	**6.400**	**6.400**	**6.400**
		Total First Four Years:		*25.600*		**Total Later Fiscal Years:**			*38.400*		

DB# X34 **New Jersey Rail Freight Assistance Program**

AQCODE: NRS

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: Davis, Kimbrali

Mileposts: N/A

Improvement Type: Other

This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Multimodal Programs

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
Fiscal Year Total		**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**
		Total First Four Years:		*100.000*		**Total Later Fiscal Years:**			*150.000*		

Various

DB# X200C **New Jersey Scenic Byways Program**

AQCODE: X8

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for the planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but it's not limited to research leading to the development of themes for byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of byways, activities associated in building strong partnerships between the byways and other groups that can assist them in sustaining and promoting their byways. It also includes updating the signage needed to show designation as a National Scenic Byway, All American Road or NJ State Byway.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Quality of Life
Project Manager: Fairfax, Brenna
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	TA-FLEX	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Fiscal Year Total		**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.500**
		Total First Four Years:			***2.000***	**Total Later Fiscal Years:**				***3.000***	

DB# 99372 **Orphan Bridge Reconstruction**

AQCODE: S19

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Bridge Preservation
Project Manager: Yiu, Jackie
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	1.750		2.250		2.250		2.250		2.250	10.000
Fiscal Year Total		**1.750**		**2.250**		**2.250**		**2.250**		**2.250**	**10.000**
		Total First Four Years:			***4.000***	**Total Later Fiscal Years:**				***16.750***	

Various

DB# X28B Park and Ride/Transportation Demand Management Program

AQCODE: A1

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Congestion Relief

Project Manager: Fowler, Stephen

Mileposts: N/A

Improvement Type: Other
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	0.500	0.525	0.525	0.525	0.525	0.525	0.525	0.525	0.525	0.700
Fiscal Year Total		**0.500**	**0.525**	**0.525**	**0.525**	**0.525**	**0.525**	**0.525**	**0.525**	**0.525**	**0.700**
		Total First Four Years:			***2.075***	**Total Later Fiscal Years:**				***3.325***	

DB# X51 Pavement Preservation

AQCODE: S10

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

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Roadway Preservation

Project Manager: Dalwadi, Nisharg

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	NHPP	1.500	1.500	1.500	1.500	1.500	1.260	1.260	1.260	1.260	1.260
Fiscal Year Total		**1.500**	**1.500**	**1.500**	**1.500**	**1.500**	**1.260**	**1.260**	**1.260**	**1.260**	**1.260**
		Total First Four Years:			***6.000***	**Total Later Fiscal Years:**				***7.800***	

Various

DB# X29 Physical Plant

AQCODE: NRS

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Transportation Support Facilities

Project Manager: Zeleznock, Andrew

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	17.500	20.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000
Fiscal Year Total		**17.500**	**20.000**	**30.000**	**30.000**	**30.000**	**30.000**	**30.000**	**30.000**	**30.000**	**30.000**
		Total First Four Years:		*97.500*		**Total Later Fiscal Years:**			*180.000*		

DB# X140 Planning and Research

AQCODE: X1

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Joshi, Sudhir

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	SPR	6.831	7.368	7.915	8.473	9.043	9.624	10.216	10.820	11.437	12.066
PLS	STATE	1.250	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	2.000
Fiscal Year Total		**8.081**	**8.868**	**9.415**	**9.973**	**10.543**	**11.124**	**11.716**	**12.320**	**12.937**	**14.066**
		Total First Four Years:		*36.337*		**Total Later Fiscal Years:**			*72.705*		

Various

DB# X30 Planning, Federal-Aid

AQCODE: X1

Funding from this program will enable NJDOT to continue to address planning in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, and Local Technical Assistance Program.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Joshi, Sudhir

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	LTAP	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021
PLS	SPR	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	12.000	10.080	10.080	10.080	10.080	10.080
Fiscal Year Total		**32.021**	**32.021**	**32.021**	**32.021**	**32.021**	**30.101**	**30.101**	**30.101**	**30.101**	**30.101**
		Total First Four Years:		***128.084***		**Total Later Fiscal Years:**			***182.526***		

DB# X135 Pre-Apprenticeship Training Program for Minorities and Women

AQCODE: X2

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Taliaferro, Cheryl

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-FLEX	0.500	0.500	0.500	0.500	0.500	0.420	0.420	0.420	0.420	0.420
Fiscal Year Total		**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.420**	**0.420**	**0.420**	**0.420**	**0.420**
		Total First Four Years:		***2.000***		**Total Later Fiscal Years:**			***2.600***		

Various

DB# X10 **Program Implementation Costs, NJDOT**

AQCODE: NRS

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Morley, Steven

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	112.250	115.000	115.000	120.000	120.000	120.000	120.000	120.000	120.000	120.000
Fiscal Year Total		**112.250**	**115.000**	**115.000**	**120.000**	**120.000**	**120.000**	**120.000**	**120.000**	**120.000**	**120.000**
		Total First Four Years:		***462.250***		**Total Later Fiscal Years:**			***720.000***		

DB# 10344 **Project Development: Concept Development**

AQCODE: X1

This program will provide funding for Concept Development work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Jegan, Charu

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CD	STATE	3.000	6.000	6.000	4.000	4.000	4.000	4.000	4.000	9.000	9.000
Fiscal Year Total		**3.000**	**6.000**	**6.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**9.000**	**9.000**
		Total First Four Years:		***19.000***		**Total Later Fiscal Years:**			***34.000***		

Various

DB# 22353 **PROTECT**

AQCODE: NRS

Establishes a program for Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). Activities encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

CMP:

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Fowler, Stephen

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	PFP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
ERC	PFP	35.537	36.268	37.013	37.773	38.549	39.340	40.146	40.969	41.809	42.665
Fiscal Year Total		**36.537**	**37.268**	**38.013**	**38.773**	**39.549**	**40.340**	**41.146**	**41.969**	**42.809**	**43.665**
		Total First Four Years:		***150.591***		**Total Later Fiscal Years:**			***249.478***		

DB# X35A **Rail-Highway Grade Crossing Program, State**

AQCODE: S8

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Safety

Project Manager: Spiritosanto, Gregory

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	STATE	3.000	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	5.000
Fiscal Year Total		**3.000**	**3.750**	**3.750**	**3.750**	**3.750**	**3.750**	**3.750**	**3.750**	**3.750**	**5.000**
		Total First Four Years:		***14.250***		**Total Later Fiscal Years:**			***23.750***		

Various

DB# 99409 **Recreational Trails Program**

AQCODE: A1

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Green Acres Program. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Fowler, Stephen

IPD:

Mileposts: N/A

Sponsor: NJDEP

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	RTP	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227
Fiscal Year Total		**1.227**	**1.227**	**1.227**	**1.227**	**1.227**	**1.227**	**1.227**	**1.227**	**1.227**	**1.227**
		Total First Four Years:		***4.907***		**Total Later Fiscal Years:**			***7.361***		

DB# X144 **Regional Action Program**

AQCODE: X9

This program funds low-cost, quick turn-around capital improvements and small-scale landscape contracts. Funds are provided to create Clear Zones, unobstructed, traversable roadside areas that allow a driver to stop safely or regain control of a vehicle that has left the roadway. Funding is also provided for ROW fencing and small-scale landscape contracts (Good Neighbor Program) in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Fairfax, Brenna

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	3.000	3.000	3.000	1.500	1.500	1.500	1.500	1.500	1.500	3.000
Fiscal Year Total		**3.000**	**3.000**	**3.000**	**1.500**	**1.500**	**1.500**	**1.500**	**1.500**	**1.500**	**3.000**
		Total First Four Years:		***10.500***		**Total Later Fiscal Years:**			***10.500***		

Various

DB# X03A **Restriping Program & Line Reflectivity Management System**

AQCODE: S11

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Safety
Project Manager: Yiu, Jackie
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Safety Management
IPD:
Sponsor: NJDOT
Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-FLEX	25.000	25.000	25.000	25.000	25.000	21.000	21.000	21.000	21.000	21.000
Fiscal Year Total		**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**21.000**	**21.000**	**21.000**	**21.000**	**21.000**
		Total First Four Years:		***100.000***		**Total Later Fiscal Years:**			***130.000***		

DB# X03E **Resurfacing Program**

AQCODE: S10

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Roadway Preservation
Project Manager: Yiu, Jackie
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	60.000	68.085	68.085	68.085	68.085	68.085	68.085	68.085	89.335	90.780
Fiscal Year Total		**60.000**	**68.085**	**68.085**	**68.085**	**68.085**	**68.085**	**68.085**	**68.085**	**89.335**	**90.780**
		Total First Four Years:		***264.255***		**Total Later Fiscal Years:**			***452.455***		

Various

DB# 99327A **Resurfacing, Federal**

AQCODE: S10

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds guiderail end treatment upgrades.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: Roadway Preservation

Project Manager: Fowler, Stephen

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	NHPP	10.000	10.000	10.000	10.000	10.000	8.400	8.400	8.400	8.400	8.400
Fiscal Year Total		**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**8.400**	**8.400**	**8.400**	**8.400**	**8.400**
		Total First Four Years:		***40.000***		**Total Later Fiscal Years:**			***52.000***		

DB# 05340 **Right of Way Full-Service Consultant Term Agreements**

AQCODE: X7

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of $10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Kook, David

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ROW	STATE	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.050
ROW	STBGP-FLEX	0.300	0.300	0.300	0.300	0.300	0.252	0.252	0.252	0.252	0.252
Fiscal Year Total		**0.338**	**0.338**	**0.338**	**0.338**	**0.338**	**0.290**	**0.290**	**0.290**	**0.290**	**0.302**
		Total First Four Years:		***1.350***		**Total Later Fiscal Years:**			***1.798***		

Various

DB# X152 **Rockfall Mitigation**

AQCODE: X13

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Safety

Project Manager: Bal, Harjit

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	NHPP	13.800	6.800	1.000							
Fiscal Year Total		**13.800**	**6.800**	**1.000**							
		Total First Four Years:		***21.600***		**Total Later Fiscal Years:**					

DB# 99358 **Safe Routes to School Program**

AQCODE: A2

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools.Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: Skala, Kyle

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: Local Lead

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	TA-FLEX	7.587	7.587	7.587	7.587	7.587	7.587	7.587	7.587	7.587	7.587
Fiscal Year Total		**7.587**	**7.587**	**7.587**	**7.587**	**7.587**	**7.587**	**7.587**	**7.587**	**7.587**	**7.587**
		Total First Four Years:		***30.348***		**Total Later Fiscal Years:**			***45.522***		

Various

DB# 99358B **Safe Routes to School program, non-infrastructure**

AQCODE: X1

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools; specifically for local non-infrastructure activities such as pedestrian safety assemblies, bicycle rodeos, Walk and Bike to School events, and School Travel Plans to support local grant applications for SRTS infrastructure projects.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type: Bicycle/Pedestrian Improvement

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: Local Lead

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**
		Total First Four Years:		***4.000***		**Total Later Fiscal Years:**			***6.000***		

DB# 06402 **Safe Streets to Transit Program**

AQCODE: A2

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: Skala, Kyle

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**
		Total First Four Years:		***4.000***		**Total Later Fiscal Years:**			***6.000***		

Various

DB# 19370 **Safety Programs**

AQCODE: S6

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey's state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

CMP:

Municipalities:

CIS Program Subcategory: (null)

Project Manager: LiSanti, Daniel / Singh, Jeevanjot / Shaikh, Khalid

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	HSIP	4.361	10.124	5.615	12.933	14.380	15.855	17.360	18.896	20.461	22.059
ERC	HSIP-VRUS	12.028	5.269	5.914	12.765	13.020	13.280	13.546	13.817	14.093	14.375
ERC	STATE	0.188	1.250	1.250	3.250	5.250	5.250	5.250	5.250	5.250	5.250
Fiscal Year Total		**16.577**	**16.643**	**12.779**	**28.948**	**32.650**	**34.386**	**36.156**	**37.962**	**39.805**	**41.684**
		Total First Four Years:			***74.947***	**Total Later Fiscal Years:**				***222.642***	

DB# 13307 **Salt Storage Facilities - Statewide**

AQCODE: NRS

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Zeleznock, Andrew

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Transportation Support Facilities

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	2.000	2.250	2.250	2.250	2.250	2.250	2.250	2.250	2.250	3.000
Fiscal Year Total		**2.000**	**2.250**	**2.250**	**2.250**	**2.250**	**2.250**	**2.250**	**2.250**	**2.250**	**3.000**
		Total First Four Years:			***8.750***	**Total Later Fiscal Years:**				***14.250***	

Various

DB# X239 **Sign Structure Inspection Program**

AQCODE: X11

This program will provide funding for the inspection of state owned overhead sign structures and high mast light poles to ensure the safety of the motoring public.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Quality of Life

Project Manager: Bal, Harjit

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	1.000	1.575	1.575	1.575	1.575	1.575	1.575	1.575	1.575	2.500
Fiscal Year Total		**1.000**	**1.575**	**1.575**	**1.575**	**1.575**	**1.575**	**1.575**	**1.575**	**1.575**	**2.500**
		Total First Four Years:			***5.725***	**Total Later Fiscal Years:**				***10.375***	

DB# X239A **Sign Structure Rehabilitation/Replacement Program**

AQCODE: X11

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Quality of Life

Project Manager: Dalwadi, Nisharg

Mileposts: N/A

Improvement Type: Roadway Rehabilitation
This project contains ITS elements.

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	0.840	0.840	0.840	0.840	0.840
Fiscal Year Total		**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**0.840**	**0.840**	**0.840**	**0.840**	**0.840**
		Total First Four Years:			***4.000***	**Total Later Fiscal Years:**				***5.200***	

Various

DB# 22319 **Sign Structure Replacement Contract 2021-2**

AQCODE: X11

Existing aluminum overhead sign structures at various locations have been identified as being prone to fatigue, will be removed and replaced with new sign structures.

CMP:

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Darcy, Edward

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
CON	NHPP		6.175								
Fiscal Year Total			**6.175**								
		Total First Four Years:		***6.175***		**Total Later Fiscal Years:**					

DB# X39 **Signs Program, Statewide**

AQCODE: X11

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, wrong way driving hardware, and improvement and updating of messages.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Quality of Life

Project Manager: Yiu, Jackie

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	6.000
Fiscal Year Total		**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**6.000**
		Total First Four Years:		***12.000***		**Total Later Fiscal Years:**			***21.000***		

Various

DB# 19600 **Smart and Connect Corridors Program**

AQCODE: S7

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages, enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Patel, Bindesh

Mileposts: N/A

Improvement Type: Other
This project contains ITS elements.

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	5.000	5.250	5.250	5.250	5.250	5.250	5.250	5.250	5.250	8.000
Fiscal Year Total		**5.000**	**5.250**	**5.250**	**5.250**	**5.250**	**5.250**	**5.250**	**5.250**	**5.250**	**8.000**
		Total First Four Years:		***20.750***		**Total Later Fiscal Years:**			***34.250***		

DB# X160 **Solid and Hazardous Waste Cleanup, Reduction and Disposal**

AQCODE: NRS

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Support

Project Manager: Brock, Brendan

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	2.000
Fiscal Year Total		**1.500**	**1.500**	**1.500**	**1.500**	**1.500**	**1.500**	**1.500**	**1.500**	**1.500**	**2.000**
		Total First Four Years:		***6.000***		**Total Later Fiscal Years:**			***9.500***		

Various

DB# 23313 **Specified Safety Program**

AQCODE: S2

The specified safety program, eligible for HSIP funding with Bipartisan Infrastructure Law, will address public safety campaigns, facilities enforcement of traffic safety laws, infrastructure-related equipment to support emergency services, and/or to support safe routes to school non-infrastructure-related activities

CMP:

Municipalities:
CIS Program Subcategory: (null)
Project Manager: LiSanti, Daniel / Singh, Jeevanjot / Shaikh, Khalid
Mileposts:
Improvement Type: Other

Planning Center: None
CIS Program Category: Safety Management
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	HSIP	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**2.000**
		Total First Four Years:		***8.000***		**Total Later Fiscal Years:**			***12.000***		

DB# X10A **Staff Augmentation**

AQCODE: NRS

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: (null)
Project Manager: Fowler, Stephen
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	0.200	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	1.000
Fiscal Year Total		**0.200**	**0.750**	**0.750**	**0.750**	**0.750**	**0.750**	**0.750**	**0.750**	**0.750**	**1.000**
		Total First Four Years:		***2.450***		**Total Later Fiscal Years:**			***4.750***		

Various

DB# X150 **State Police Enforcement and Safety Services**

AQCODE: NRS

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Doshi, Jetal

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
EC	STBGP-FLEX	0.250	0.250	0.250	0.250	0.250	0.210	0.210	0.210	0.210	0.210
Fiscal Year Total		**20.250**	**20.250**	**20.250**	**20.250**	**20.250**	**20.210**	**20.210**	**20.210**	**20.210**	**20.210**
		Total First Four Years:		***81.000***		**Total Later Fiscal Years:**			***121.300***		

Various

DB# 13308 **Statewide Traffic Operations and Support Program**

AQCODE: S7

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Longworth, John

Mileposts: N/A

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	NHPP	17.000	17.000	17.000	17.000	17.000	14.280	14.280	14.280	14.280	14.280
Fiscal Year Total		**17.000**	**17.000**	**17.000**	**17.000**	**17.000**	**14.280**	**14.280**	**14.280**	**14.280**	**14.280**
		Total First Four Years:			***68.000***	**Total Later Fiscal Years:**			***88.400***		

Various

DB# 17353 **Storm Water Asset Management**

AQCODE: S2

This program maintains NJDOT compliance with USEPA water quality objectives and NJDEP storm water management regulations. It also ensures the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan evaluates and prioritizes needed repairs to storm water features, maintaining the integrity of the storm water system. The plan helps to minimize potential roadway flooding, and provides pollution prevention and abatement activities, which address stormwater management and control related to highway construction and/or due to highway runoff. The plan will identify all storm water features/assets owned or operated by NJDOT, assess conditions of the assets, develop plans for needed repairs to preserve the integrity of the assets, prioritize and conduct required repairs, and perform inspections to ensure repairs are completed in accordance with approved plans.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Brock, Brendan

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STBGP-FLEX	3.000	3.000	3.000	3.000	3.000	2.520	2.520	2.520	2.520	2.520
ERC	TA-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**3.520**	**3.520**	**3.520**	**3.520**	**3.520**
		Total First Four Years:		***16.000***		**Total Later Fiscal Years:**		***21.600***			

DB# 14300 **Title VI and Nondiscrimination Supporting Activities**

AQCODE: NRS

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Outram, Rachel

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	0.075	0.075	0.075	0.075	0.075	0.075	0.075	0.075	0.075	0.175
Fiscal Year Total		**0.075**	**0.075**	**0.075**	**0.075**	**0.075**	**0.075**	**0.075**	**0.075**	**0.075**	**0.175**
		Total First Four Years:		***0.300***		**Total Later Fiscal Years:**		***0.550***			

Various

DB# X66 **Traffic Monitoring Systems**

AQCODE: X1

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Weigh-in-Motion and Traffic Volume Systems; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Congestion Relief

Project Manager: Choborda, Stephen / Shaikh, Khalid

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
PLS	NHPP	18.000	18.000	18.000	18.000	18.000	10.080	10.080	10.080	10.080	10.080
EC	STATE	1.000	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.490
Fiscal Year Total		**19.000**	**19.118**	**19.118**	**19.118**	**19.118**	**11.198**	**11.198**	**11.198**	**11.198**	**11.570**
		Total First Four Years:		***76.353***		**Total Later Fiscal Years:**			***75.478***		

Various

DB# X47 **Traffic Signal Replacement**

AQCODE: X1

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Safety

Project Manager: Yiu, Jackie

Mileposts: N/A

Improvement Type: Signal/ITS Improvements
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	7.000	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	12.000
Fiscal Year Total		**7.000**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**12.000**
		Total First Four Years:		***29.500***		**Total Later Fiscal Years:**			***49.500***		

DB# X244 **Training and Employee Development**

AQCODE: X1

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Support

Project Manager: Walker, Kristal

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-FLEX	2.500	2.500	2.500	2.500	2.500	2.100	2.100	2.100	2.100	2.100
Fiscal Year Total		**2.500**	**2.500**	**2.500**	**2.500**	**2.500**	**2.100**	**2.100**	**2.100**	**2.100**	**2.100**
		Total First Four Years:		***10.000***		**Total Later Fiscal Years:**			***13.000***		

Various

DB# 01316 **Transit Village Program**

AQCODE: X1

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Skala, Kyle

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**
		Total First Four Years:		***4.000***		**Total Later Fiscal Years:**			***6.000***		

DB# X107 **Transportation Alternatives Program**

AQCODE: X12

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Local System Support

Project Manager: Skala, Kyle

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	TA-B50K200K	0.173	0.177	0.180	0.184	0.187	0.191	0.195	0.199	0.203	0.207
ERC	TA-B5K50K	0.475	0.485	0.494	0.504	0.514	0.525	0.535	0.546	0.557	0.568
ERC	TA-FLEX	1.719	1.975	2.237	2.503	2.775	3.052	3.335	3.623	3.917	4.218
ERC	TA-L5K	1.160	1.183	1.206	1.231	1.255	1.280	1.306	1.332	1.359	1.386
Fiscal Year Total		**3.527**	**3.819**	**4.117**	**4.422**	**4.732**	**5.048**	**5.371**	**5.700**	**6.036**	**6.378**
		Total First Four Years:		***15.885***		**Total Later Fiscal Years:**			***33.264***		

Various

DB# X126 **Transportation Research Technology**

AQCODE: X1

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance, Material Standards, and Materials Reference Laboratory; and SHRP product implementation.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Gendek, Amanda

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	1.000	1.275	1.275	1.275	1.275	1.275	1.275	1.275	1.275	1.275
Fiscal Year Total		**1.000**	**1.275**	**1.275**	**1.275**	**1.275**	**1.275**	**1.275**	**1.275**	**1.275**	**1.275**
		Total First Four Years:		***4.825***		**Total Later Fiscal Years:**			***7.650***		

DB# 23315 **Tunnel Inspection, NTIS** ***NEW***

AQCODE: NRS

This program will provide funding for the inspection of highway-carrying tunnels to ensure the safety of the motoring public.

CMP:

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Bal, Harjit

Mileposts:

Improvement Type: Other

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	NHPP	0.100	0.325	0.100	0.650	0.100	0.672	0.084	0.756	0.084	0.756
Fiscal Year Total		**0.100**	**0.325**	**0.100**	**0.650**	**0.100**	**0.672**	**0.084**	**0.756**	**0.084**	**0.756**
		Total First Four Years:		***1.175***		**Total Later Fiscal Years:**			***2.452***		

Various

DB# X11 Unanticipated Design, Right of Way and Construction Expenses, State

AQCODE: X2

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Fowler, Stephen

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	STATE	52.385	64.147	65.112	64.012	62.762	62.012	62.762	62.012	63.287	63.887
Fiscal Year Total		**52.385**	**64.147**	**65.112**	**64.012**	**62.762**	**62.012**	**62.762**	**62.012**	**63.287**	**63.887**
		Total First Four Years:		***245.656***		**Total Later Fiscal Years:**			***376.722***		

DB# X182 Utility Reconnaissance and Relocation

AQCODE: X2

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Road Assets

Project Manager: Martorana, Vince

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STATE	1.880	1.880	1.880	1.880	1.880	1.880	1.880	1.880	1.880	2.500
Fiscal Year Total		**1.880**	**1.880**	**1.880**	**1.880**	**1.880**	**1.880**	**1.880**	**1.880**	**1.880**	**2.500**
		Total First Four Years:		***7.520***		**Total Later Fiscal Years:**			***11.900***		

Various

DB# 19332 **Vegetation Safety Management Program**

AQCODE: X9

This program uses Highway Safety Improvement Program (HSIP) funding to address Fixed Object crashes along New Jersey's roadways. This program includes, but is not limited to, guiderail and other safety countermeasures that can be installed by maintenance.

CMP:

Municipalities:

CIS Program Subcategory: (null)

Project Manager: Layne, Kendrick

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
ERC	HSIP	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**
		Total First Four Years:		***12.000***		**Total Later Fiscal Years:**			***18.000***		

DB# X199 **Youth Employment and STEM Outreach Solutions**

AQCODE: NRS

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Support

Project Manager: Outram, Rachel

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
EC	STBGP-FLEX	0.350	0.350	0.350	0.350	0.350	0.294	0.294	0.294	0.294	0.294
Fiscal Year Total		**0.350**	**0.350**	**0.350**	**0.350**	**0.350**	**0.294**	**0.294**	**0.294**	**0.294**	**0.294**
		Total First Four Years:		***1.400***		**Total Later Fiscal Years:**			***1.820***		

Total for Various:

1,393.870	**1,306.049**	**1,294.589**	**1,327.254**	**1,315.637**	**,222.093**	**1,248.593**	**1,264.944**	**I,369.488**	**1,493.527**
Total First Four Years:		***5,321.762***		**Total Later Fiscal Years:**			***7,914.281***		

Chapter 9: Major Project Status Report

Federal regulations require that the Draft TIP for New Jersey lists major projects from the current-but-soon-to-be-previous TIP and identify any significant delays in the planned implementation. The list of major projects from the FFY2024 TIP's regional DVRPC Highway Program and their statuses are provided below. DVRPC defines a "major project" as any DVRPC regional Highway Program project in the previous New Jersey TIP that has a total four-year program cost above the average of the four-year total cost of all projects listed in the previous TIP's regional Highway Program; is listed on the DVRPC Long-Range Plan; or is non-exempt from regional air quality conformity. In the FFY2024 TIP, the average total programmed cost over the FFY24 - FFY27 period is $11.454 million. Costs in Table 29 below are shown in millions.

Table 29: Major Project Status Listings

DB #	PROJECT TITLE	FFY24-FFY27 COST (in $ Millions)	STATUS AS OF MAY 2025
BURLINGTON COUNTY			
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	$35.775	Right-of-Way (ROW) authorized in March 2024. Utility work expected to be authorized in August 2025. ROW availability and Plans, Specifications, and Estimates (PS&E) certification anticipated in October 2026. Anticipated to receive authorization to advertise for Construction in November 2026. Contract anticipated to be awarded in January 2027. Substantial completion anticipated in April 2028.
12346A	Route 130, CR 545 (Farnsworth Avenue)	$11.1	Environmental document completed in January 2024. ROW availability and PS&E certification completed in March 2025. Utility work expected to be authorized in July 2025. Anticipated to receive authorization to advertise for Construction in April 2025. Contract anticipated to be awarded in June 2025. Substantial completion anticipated in August 2026.
12380	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	$20	Held Public Information Center (PIC) meeting in March 2025. Anticipated to authorize Final Design (DES) and complete environmental document in August 2025. ROW anticipated to be authorized in April 2026. Utility work expected to be authorized in August 2026. ROW availability anticipated in February 2028. Anticipated to receive authorization to advertise for PS&E certification in March 2028. Contract anticipated to be awarded in June 2028. Substantial completion anticipated in September 2029.
13319	Route 73, Dutch Road to Route 70	$8.75	Preliminary Engineering (PE) authorized in August 2024. PIC meeting anticipated to be held on June 2026. Environmental document anticipated to be completed in August 2026. FD anticipated to be

Table 29: Major Project Status Listings

DB #	PROJECT TITLE	FFY24-FFY27 COST (in $ Millions)	STATUS AS OF MAY 2025
			authorized in December 2026. ROW anticipated to be authorized in September 2027. Utility work anticipated to be authorized in January 2028. ROW availability anticipated in December 2028. Anticipated to receive authorization to advertise for Construction and PS&E certification in March 2029. Contract anticipated to be awarded in May 2029. Substantial completion anticipated in September 2030.
15385	Route 38, Nixon Drive to Route 295 Bridge	$8.13	ROW anticipated to be authorized in May 2025. ROW availability anticipated in November 2025. PS&E certification anticipated in December 2025. Anticipated to receive authorization to advertise for Construction in January 2026. Contract anticipated to be awarded in March 2026. Substantial completion anticipated in October 2026.
17411	CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)	$2.8	PE funding expected to be authorized in April 2025. Anticipate to hold PIC meeting and complete Concept Development in June 2025. Anticipate to authorize DES in July 2026. Anticipate to have environmental document complete in August 2025. ROW anticipated to authorize in May 2027. Utility work expected to authorize in September 2027. ROW availability anticipated in July 2028. Anticipated to receive authorization to advertise for Construction and (PS&E) certification in October 2028. Contract anticipated to be awarded in December 2028. Substantial completion anticipated in March 2030.
21311	Route 295 and Route 38 Interchange Operational Improvements	$20	PE funding authorized in September 2024. Concept Development completed in April 2025. Anticipate to hold PIC meeting and have environmental document complete in May 2027. Anticipated to authorize DES in February 2028. Utility work expected to be authorized in March 2029. ROW availability anticipated in August 2029. Anticipate to receive authorization to advertise for Construction and PS&E certification in October 2029. Contract anticipated to be awarded in December 2029. Substantial completion anticipated in March 2031.
CAMDEN COUNTY			
355E	Route 295/42/I-76, Direct Connection, Contract 4	$371.154 (Receiving funding FFY28-FFY32)	Expected to receive authorization to advertise for Construction and PS&E certification in August 2028. Contract expected to be awarded in October 2028. Substantial completion anticipated in February 2033.

Table 29: Major Project Status Listings

DB #	PROJECT TITLE	FFY24-FFY27 COST (in $ Millions)	STATUS AS OF MAY 2025
11326A	Route 76, Bridges over Route 130	$85	Utility work expected to be authorized in October 2025. Expected to receive PS&E certification and authorization to advertise for Construction in April 2028. Contract anticipated to be awarded in June 2028. Substantial completion expected in October 2031.
11326C	Route 76/676 Bridges and Pavement, Contract 3	$92.8	Utility work authorized in May 2024. Received PS&E certification in August 2024 and authorization to advertise for Construction in September 2024. Contract was awarded in November 2024. Substantial completion expected in March 2026.
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	$23.651	Utility work expected to be authorized in August 2025. ROW availability, PS&E certification and authorization to advertise for Construction anticipated August 2025. Contract anticipated to be awarded in November 2025. Substantial completion anticipated in January 2028.
15375	Route 30, Cooper Street to Grove Street	$63.45	ROW authorized in February 2024. Concept Development is expected to be completed in March 2025. Utility work anticipated to be authorized in April 2025. ROW availability anticipated in August 2025. Expected to receive PS&E certification and authorization to advertise for Construction in September 2025. Contract anticipated to be awarded in November 2025. Substantial completion anticipated in August 2025.
16319	Route 30, Gibbsboro Road (CR 686)	$9.318	Environmental document completed in April 2025. ROW expected to authorize in December 2026. Utility work anticipated to be authorized in April 2027. ROW availability anticipated in March 2027. Expected to receive PS&E certification and authorization to advertise for Construction in December 2027. Contract anticipated to be awarded in February 2028. Substantial completion anticipated in May 2029.
16340	Route 130, Bridge over Main Branch of Newton Creek	$3.2	Environmental document anticipated to be completed in October 2025. ROW expected to authorize in March 2026. ROW availability anticipated in September 2027. Expected to receive PS&E certification in October 2027. Expected to receive authorization to advertise for Construction in November 2027. Contract anticipated to be awarded in January 2028. Substantial completion anticipated in March 2029.

Table 29: Major Project Status Listings

DB #	PROJECT TITLE	FFY24-FFY27 COST (in $ Millions)	STATUS AS OF MAY 2025
16342	Route 73 and Ramp G, Bridge over Route 130	$6.674	Environmental document completed in March 2024. DES authorized in August 2024. ROW expected to authorize in May 2025. Utility work expected to be authorized in August 2025. PIC meeting to be held in May 2026. ROW availability anticipated in July 2026. Expected to receive PS&E certification and authorization to advertise for Construction in October 2026. Contract anticipated to be awarded in January 2027. Substantial completion anticipated in March 2028.
D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)	$9.318	Construction anticipated to authorize in FY26.
D2403	Camden County LINK Trail	$29.24	The design of the trail is ongoing and is funded with County funds. Awarded competitive federal funds in June 2023. Working on grant agreement with federal partners.
GLOUCESTER COUNTY			
14426	Route 130, Bridge over Big Timber Creek	$0.222	Project was substantially completed as of February 2025.
12305	Route 47, Grove St. to Route 130, Pavement	$89.7	ROW authorized in March 2024. Received PS&E certification and authorization to advertise for Construction in April 2024. Contract awarded in June 2024. Substantial completion anticipated in September 2025.
MERCER COUNTY			
99362	Trenton Amtrak Bridges	$67.457	Utility and ROW work anticipated to be authorized in November 2025. ROW availability anticipated in December 2025. Expected to receive PS&E certification and authorization to advertise for Construction in January 2026. Contract anticipated to be awarded in March 2026. Substantial completion anticipated in May 2029.
D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek	$61.6	County has not received final approval from NJDOT on designer contract modification to start FD. Construction is expected to be funded with County bond and grant-awarded BIP funds.

Table 29: Major Project Status Listings

DB #	PROJECT TITLE	FFY24-FFY27 COST (in $ Millions)	STATUS AS OF MAY 2025
16336	Route 1B, Bridge over Shabakunk Creek	$17.1	Environmental document expected to be completed in April 2025. ROW work anticipated to be authorized in February 2026. Utility work anticipated to be authorized in March 2026. ROW availability anticipated in April 2027. Expected to receive PS&E certification and authorization to advertise for Construction in June 2027. Contract expected to be awarded in August 2027. Substantial completion anticipated in December 2029.
17419	Route 1, Alexander Road to Mapleton Road	$5.83	Anticipate to hold PIC meeting in June 2025. Environmental document anticipated to be completed in August 2025. ROW expected to be authorized in September 2026. Utility work anticipated to be authorized in April 2027. ROW availability anticipated in April 2027. Anticipated to receive PS&E certification and authorization to advertise for Construction in October 2027. Contract anticipated to be awarded in December 2027. Substantial completion anticipated in March 2030.
18353	Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)	$15.8	PIC meeting held in December 2024. PE funding anticipated to be authorized in October 2025. Concept Development anticipated to be completed in November 2025.
D2023	Circulation Improvements Around Trenton Transit Center	$6.786	Concept Development completed. PE funding anticipated to authorize in FY25. FD anticipated to authorize in FY26. Construction anticipated to authorize in FY28.
L064	Route 206, South Broad Street Bridge over Assunpink Creek	$15.265	Construction delayed to FY26.
12306	Route 42, Kennedy Ave. to Atlantic City Expressway	$14.5	Project was substantially completed as of February 2025.

Sources: NJDOT Project Reporting System (PRS), April 2025; DVRPC, 2025; FFY2024 Obligation Report

Appendix A

Acknowledgment Board Resolutions

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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Appendix B

Financial Tables Used in Developing the Program, Earmarks, and Study & Development Projects

The Draft Statewide Transportation Improvement Program (STIP) Introduction was not available at time of printing

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PLANNING COMMISSION

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Table 1
Resources and Expenditures Totals
NJDOT & NJ TRANSIT ($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
NJDOT											
Federal											
Expenditures	$2,358.4	$1,632.9	$1,628.0	$1,453.7	$1,487.3	$1,513.4	$1,544.2	$1,575.6	$1,607.6	$1,640.3	$16,441.4
Resources	$2,358.4	$1,632.8	$1,628.0	$1,453.7	$1,487.2	$1,513.4	$1,544.2	$1,575.6	$1,607.6	$1,640.3	$16,441.4
Other											
Expenditures	$22.1	$11.2	$108.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$141.9
Resources	$22.1	$11.1	$108.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$141.9
Transportation Trust Fund											
Expenditures	$1,233.0	$1,278.0	$1,324.5	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$13,437.8
Resources	$1,233.0	$1,278.0	$1,324.5	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$13,437.8
Subtotal NJDOT											
Expenditures	*$3,613.6*	*$2,922.0*	*$3,061.1*	*$2,825.4*	*$2,859.0*	*$2,885.2*	*$2,916.0*	*$2,947.4*	*$2,979.4*	*$3,012.1*	*$30,021.0*
Resources	*$3,613.6*	*$2,922.0*	*$3,061.1*	*$2,825.4*	*$2,859.0*	*$2,885.2*	*$2,916.0*	*$2,947.4*	*$2,979.4*	*$3,012.1*	*$30,021.0*
NJ Transit											
Federal											
Expenditures	$843.1	$866.1	$882.0	$898.1	$914.6	$931.4	$948.5	$966.0	$983.8	$1,002.0	$9,235.4
Resources	$843.1	$866.1	$882.0	$898.1	$914.6	$931.4	$948.5	$966.0	$983.8	$1,002.0	$9,235.4
Other											
Expenditures	$77.2	$78.7	$80.3	$81.8	$83.5	$85.1	$86.9	$88.6	$90.5	$92.4	$845.0
Resources	$77.2	$78.7	$80.3	$81.8	$83.5	$85.1	$86.9	$88.6	$90.5	$92.4	$845.0
Transportation Trust Fund											
Expenditures	$767.0	$782.0	$797.5	$813.3	$813.3	$813.3	$813.3	$813.3	$813.3	$813.3	$8,039.3
Resources	$767.0	$782.0	$797.5	$813.2	$813.3	$813.3	$813.2	$813.3	$813.3	$813.3	$8,039.3
Subtotal NJ Transit											
Expenditures	*$1,687.3*	*$1,726.9*	*$1,759.7*	*$1,793.2*	*$1,811.3*	*$1,829.8*	*$1,848.6*	*$1,867.9*	*$1,887.5*	*$1,907.6*	*$18,119.7*
Resources	*$1,687.3*	*$1,726.9*	*$1,759.7*	*$1,793.2*	*$1,811.3*	*$1,829.7*	*$1,848.6*	*$1,867.8*	*$1,887.5*	*$1,907.6*	*$18,119.7*
Total											
Expenditures	*$5,300.9*	*$4,648.9*	*$4,820.9*	*$4,618.6*	*$4,670.3*	*$4,714.9*	*$4,764.6*	*$4,815.2*	*$4,866.9*	*$4,919.6*	*$48,140.7*
Resources	*$5,300.9*	*$4,648.9*	*$4,820.9*	*$4,618.6*	*$4,670.3*	*$4,714.9*	*$4,764.6*	*$4,815.2*	*$4,866.9*	*$4,919.6*	*$48,140.7*

Table 2
NJDOT Resources
($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
Federal											
FHWA: BFP	$588.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$588.5
FHWA: BFP-OS-BRDG	$147.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$147.7
FHWA: BIP-DVRPC	$47.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$47.0
FHWA: CMAQ	$45.3	$47.7	$50.2	$52.7	$55.2	$57.8	$60.5	$63.2	$66.0	$68.8	$567.4
FHWA: CR-DVRPC	$3.5	$3.5	$3.6	$3.7	$3.7	$3.8	$3.9	$4.0	$4.0	$4.1	$37.8
FHWA: CR-NJTPA	$14.7	$15.0	$15.3	$15.6	$15.9	$16.3	$16.6	$16.9	$17.2	$17.6	$161.2
FHWA: CR-SJTPO	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.8	$0.8	$0.8	$7.3
FHWA: CR-Statewide	$13.3	$13.6	$13.8	$14.1	$14.4	$14.7	$15.0	$15.3	$15.6	$15.9	$145.6
FHWA: Ferry	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$40.0
FHWA: High Priority	$2.6	$24.6	$0.8	$0.0	$4.0	$0.0	$0.0	$0.0	$0.0	$0.0	$31.9
FHWA: NHFP	$36.7	$37.5	$38.2	$39.0	$39.8	$40.6	$41.4	$42.2	$43.0	$43.9	$402.2
FHWA: NHPP	$725.9	$740.5	$755.3	$770.4	$785.8	$801.5	$817.5	$833.9	$850.5	$867.6	$7,948.8
FHWA: Other Funds	$1.2	$1.2	$1.2	$1.2	$1.2	$1.2	$1.2	$1.2	$1.2	$1.2	$12.5
FHWA: PFP	$36.5	$37.3	$38.0	$38.8	$39.5	$40.3	$41.1	$42.0	$42.8	$43.7	$400.1
FHWA: Rail-Hwy Crossing	$3.8	$3.9	$4.0	$4.0	$4.1	$4.2	$4.3	$4.4	$4.5	$4.6	$41.7
FHWA: RAISE-DVRPC	$4.3	$12.1	$2.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$19.0
FHWA: Safety	$80.2	$81.8	$83.4	$85.1	$86.8	$88.5	$90.3	$92.1	$94.0	$95.8	$878.1
FHWA: SPR/PL	$44.6	$45.5	$46.4	$47.3	$48.3	$49.3	$50.2	$51.2	$52.3	$53.3	$488.4
FHWA: STBGP-DVRPC	$29.1	$29.7	$30.3	$30.9	$31.5	$32.2	$32.8	$33.5	$34.1	$34.8	$319.1
FHWA: STBGP-NJTPA	$124.3	$126.8	$129.3	$131.9	$134.6	$137.2	$140.0	$142.8	$145.7	$148.6	$1,361.2
FHWA: STBGP-OS-BRDG	$43.3	$43.3	$43.3	$43.3	$43.3	$43.3	$43.3	$43.3	$43.3	$43.3	$433.3
FHWA: STBGP-SJTPO	$5.6	$5.7	$5.8	$5.9	$6.1	$6.2	$6.3	$6.4	$6.6	$6.7	$61.3
FHWA: STBGP-Statewide	$316.5	$318.8	$321.2	$123.6	$126.1	$128.6	$131.2	$133.8	$136.5	$139.2	$1,875.8
FHWA: TA	$14.6	$14.9	$15.2	$15.5	$15.8	$16.1	$16.5	$16.8	$17.1	$17.5	$160.0
FHWA: TA-DVRPC	$3.0	$3.1	$3.2	$3.2	$3.3	$3.4	$3.4	$3.5	$3.6	$3.6	$33.3
FHWA: TA-NJTPA	$13.0	$13.2	$13.5	$13.8	$14.1	$14.3	$14.6	$14.9	$15.2	$15.5	$142.2

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
FHWA: TA-SJTPO	$0.6	$0.6	$0.6	$0.6	$0.6	$0.6	$0.7	$0.7	$0.7	$0.7	$6.4
FTA: SPR/PL	$7.7	$7.8	$8.0	$8.1	$8.3	$8.4	$8.6	$8.7	$8.9	$9.1	$83.7
Subtotal Federal	*$30) 21.6*	*$80 5, 3.1*	*$80 531.4*	*$80 62, .9*	*$80 619.3*	*$80 28, .6*	*$80 266.3*	*$80 292.5*	*$80 549.5*	*$80 564.,*	*$850 668.6*
Other											
Other Funds	$5.0	$4.0	$107.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$116.1
Other Funds DVRPC	$17.1	$7.1	$1.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$25.8
Subtotal Other	*$33.8*	*$88.8*	*$841.5*	*$4.4*	*$4.4*	*$4.4*	*$4.4*	*$4.4*	*$4.4*	*$4.4*	*$868.7*
TTF											
State: TTF	$1,233.0	$1,278.0	$1,324.5	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$13,437.8
Subtotal TTF	*$80 3, , .4*	*$80 391.4*	*$80) 36.2*	*$80) 98.1*	*$80) 98.1*	*$80) 98.1*	*$80) 98.1*	*$80) 98.1*	*$80) 98.1*	*$80) 98.1*	*$8, 0 6, 9.1*
NJDOT Total	*$, 0 58, .5*	*$30 733.4*	*$, 0 458.8*	*$30 132.6*	*$30 127.4*	*$30 112.3*	*$30 785.4*	*$30 769.6*	*$30 797.6*	*$, 0 483.8*	*$, 40 438.4*

Table 3
NJDOT Expenditures
($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
Federal											
FHWA: BFP	$588.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$588.5
FHWA: BFP-OS-BRDG	$147.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$147.7
FHWA: BIP-DVRPC	$47.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$47.0
FHWA: CMAQ	$45.3	$47.7	$50.2	$52.7	$55.2	$57.8	$60.5	$63.2	$66.0	$68.8	$567.4
FHWA: CR-DVRPC	$3.5	$3.5	$3.6	$3.7	$3.7	$3.8	$3.9	$4.0	$4.0	$4.1	$37.8
FHWA: CR-NJTPA	$14.7	$15.0	$15.3	$15.6	$15.9	$16.3	$16.6	$16.9	$17.3	$17.6	$161.2
FHWA: CR-SJTPO	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.8	$0.8	$0.8	$0.8	$7.3
FHWA: CR-Statewide	$13.3	$13.6	$13.8	$14.1	$14.4	$14.7	$15.0	$15.3	$15.6	$15.9	$145.6
FHWA: Ferry	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$40.0
FHWA: High Priority	$2.6	$24.6	$0.8	$0.0	$4.0	$0.0	$0.0	$0.0	$0.0	$0.0	$31.9
FHWA: NHFP	$36.7	$37.5	$38.2	$39.0	$39.8	$40.6	$41.4	$42.2	$43.0	$43.9	$402.2
FHWA: NHPP	$736.2	$826.3	$829.9	$700.3	$618.3	$821.3	$814.8	$869.8	$892.4	$908.6	$8,017.7
FHWA: Other Funds	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$12.5
FHWA: PFP	$36.5	$37.3	$38.0	$38.8	$39.6	$40.3	$41.2	$42.0	$42.8	$43.7	$400.1
FHWA: Rail-Hwy Crossing	$3.8	$3.9	$4.0	$4.0	$4.1	$4.2	$4.3	$4.4	$4.5	$4.6	$41.7
FHWA: RAISE-DVRPC	$4.3	$12.1	$2.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$19.0
FHWA: Safety	$80.2	$81.8	$83.4	$85.1	$86.8	$88.5	$90.3	$92.1	$94.0	$95.8	$878.1
FHWA: SPR/PL	$44.6	$45.5	$46.4	$47.3	$48.3	$49.3	$50.2	$51.2	$52.3	$53.3	$488.4
FHWA: STBGP-DVRPC	$29.1	$29.7	$30.3	$30.9	$31.6	$32.2	$32.8	$33.5	$34.2	$34.8	$319.1
FHWA: STBGP-NJTPA	$124.3	$126.8	$129.3	$131.9	$134.6	$137.3	$140.0	$142.8	$145.7	$148.6	$1,361.2
FHWA: STBGP-OS-BRDG	$43.3	$43.3	$43.3	$43.3	$43.3	$43.3	$43.3	$43.3	$43.3	$43.3	$433.3
FHWA: STBGP-SJTPO	$5.6	$5.7	$5.8	$5.9	$6.1	$6.2	$6.3	$6.4	$6.6	$6.7	$61.3
FHWA: STBGP-Statewide	$306.2	$233.0	$246.6	$193.8	$293.6	$108.8	$134.0	$97.9	$94.7	$98.2	$1,806.8
FHWA: TA	$14.6	$14.9	$15.2	$15.5	$15.8	$16.1	$16.5	$16.8	$17.1	$17.5	$160.0
FHWA: TA-DVRPC	$3.1	$3.1	$3.2	$3.2	$3.3	$3.4	$3.4	$3.5	$3.6	$3.6	$33.4
FHWA: TA-NJTPA	$13.0	$13.3	$13.5	$13.8	$14.1	$14.3	$14.6	$14.9	$15.2	$15.5	$142.2

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
FHWA: TA-SJTPO	$0.6	$0.6	$0.6	$0.6	$0.6	$0.7	$0.7	$0.7	$0.7	$0.7	$6.4
FTA: SPR/PL	$7.7	$7.8	$8.0	$8.1	$8.3	$8.4	$8.6	$8.7	$8.9	$9.1	$83.7
Subtotal Federal	*$. 0345*	*$20 3. 16*	*$20 . 518*	*$209437*	*$20957*	*$204239*	*$204991*	*$204741*	*$20 871*	*$20 983*	*$2, 09219*
Other											
Other Funds	$5.0	$4.0	$107.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$116.1
Other Funds DVRPC	$17.1	$7.2	$1.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$25.8
Subtotal Other	*$. . 12*	*$221*	*$2851*	*$818*	*$818*	*$818*	*$818*	*$818*	*$818*	*$818*	*$2921*
TTF											
State: TTF	$1,233.0	$1,278.0	$1,324.5	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$1,371.8	$13,437.8
Subtotal TTF	*$20 331*	*$20 751*	*$203. 914*	*$203725*	*$203725*	*$203725*	*$203725*	*$203725*	*$203725*	*$203725*	*$23093715*
NJDOT Total	*$30 231*	*$. 06. . 18*	*$308, 212*	*$. 05. 419*	*$. 05461*	*$. 05541*	*$. 062, 18*	*$. 06973*	*$. 06761*	*$3082. 18*	*$3808. 218*

Table 4
NJ TRANSIT Resources
($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
Federal											
FHWA: CMAQ	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$750.0
FTA: Section 5307	$417.8	$430.3	$438.9	$447.7	$456.6	$465.8	$475.1	$484.6	$494.3	$504.2	$4,615.3
FTA: Section 5310	$11.7	$12.1	$12.3	$12.6	$12.8	$13.1	$13.4	$13.6	$13.9	$14.2	$129.7
FTA: Section 5311	$6.1	$6.3	$6.4	$6.5	$6.6	$6.8	$6.9	$7.0	$7.2	$7.3	$67.1
FTA: Section 5337	$312.2	$321.5	$328.0	$334.5	$341.2	$348.0	$355.0	$362.1	$369.3	$376.7	$3,448.7
FTA: Section 5339	$20.3	$20.9	$21.4	$21.8	$22.2	$22.7	$23.1	$23.6	$24.1	$24.5	$224.6
Subtotal Federal	*$296.3*	*$2, , .3*	*$228.7*	*$252.3*	*$539.,*	*$563.9*	*$592.4*	*$5, , .7*	*$526.2*	*$30778.7*	*$50864.9*
Other											
Casino Revenue	$49.6	$51.1	$52.7	$54.2	$55.9	$57.5	$59.3	$61.1	$62.9	$64.8	$569.1
Match Funds	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$19.0
Metro North	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$6.9
NJ TURNPIKE	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$250.0
Subtotal Other	*$11.8*	*$12.1*	*$27.6*	*$23.2*	*$26.4*	*$24.3*	*$2, .5*	*$22.,*	*$57.4*	*$58.9*	*$294.7*
TTF											
Transportation Trust Fund	$767.0	$782.0	$797.5	$813.2	$813.3	$813.3	$813.2	$813.3	$813.3	$813.3	$8,039.3
Subtotal TTF	*$1, 1.7*	*$128.7*	*$151.4*	*$236.8*	*$236.6*	*$236.6*	*$236.8*	*$236.6*	*$236.6*	*$236.6*	*$20765.6*
NJ Transit Total	*$30 21.6*	*$3018, .5*	*$30145.1*	*$30156.8*	*$30233.6*	*$30285.1*	*$30292.,*	*$302, 1.2*	*$30221.4*	*$30571.,*	*$32035.1*

Table 5
NJ TRANSIT Expenditures
($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
Federal											
FHWA: CMAQ	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$750.0
FTA: Section 5307	$417.8	$430.3	$438.9	$447.7	$456.6	$465.8	$475.1	$484.6	$494.3	$504.2	$4,615.3
FTA: Section 5310	$11.7	$12.1	$12.3	$12.6	$12.8	$13.1	$13.4	$13.6	$13.9	$14.2	$129.7
FTA: Section 5311	$6.1	$6.3	$6.4	$6.5	$6.6	$6.8	$6.9	$7.0	$7.2	$7.3	$67.1
FTA: Section 5337	$312.2	$321.5	$328.0	$334.5	$341.2	$348.0	$355.0	$362.1	$369.3	$376.7	$3,448.7
FTA: Section 5339	$20.3	$20.9	$21.4	$21.8	$22.2	$22.7	$23.1	$23.6	$24.1	$24.5	$224.6
Subtotal Federal	*$296.3*	*$2, , .3*	*$228.7*	*$252.3*	*$539.,*	*$563.9*	*$592.4*	*$5, , .7*	*$526.2*	*$30778.7*	*$50864.9*
Other											
Casino Revenue	$49.6	$51.1	$52.7	$54.2	$55.9	$57.5	$59.3	$61.1	$62.9	$64.8	$569.1
Match Funds	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$19.0
Metro North	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$6.9
NJ TURNPIKE	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$250.0
Subtotal Other	*$11.8*	*$12.1*	*$27.6*	*$23.2*	*$26.4*	*$24.3*	*$2, .5*	*$22.,*	*$57.4*	*$58.9*	*$294.7*
TTF											
Transportation Trust Fund	$767.0	$782.0	$797.5	$813.2	$813.3	$813.3	$813.2	$813.3	$813.3	$813.3	$8,039.3
Subtotal TTF	*$1, 1.7*	*$128.7*	*$151.4*	*$236.8*	*$236.6*	*$236.6*	*$236.8*	*$236.6*	*$236.6*	*$236.6*	*$20765.6*
NJ Transit Total	*$30 21.6*	*$3018, .5*	*$30145.1*	*$30156.8*	*$30233.6*	*$30285.1*	*$30292.,*	*$302, 1.2*	*$30221.4*	*$30571.,*	*$32035.1*

Table 6
Distribution of Funds by Metropolitan Planning Organization (MPO)
NJDOT & NJ TRANSIT
($ millions)

MPO	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total	Subtotal(%)	Total(%)
NJDOT													
MPO Distribution													
SJTPO	$192.7	$177.4	$138.3	$102.3	$102.6	$190.3	$73.6	$85.7	$74.4	$74.7	$1,212.1	7.3%	2.5%
DVRPC	$413.4	$233.2	$368.6	$284.0	$359.2	$305.4	$312.0	$330.1	$357.6	$138.2	$3,101.6	18.7%	6.4%
NJTPA	$1,585.6	$1,184.7	$1,200.7	$1,060.5	$1,055.5	$1,165.4	$1,276.4	$1,255.0	$1,170.5	$1,305.6	$12,259.9	74.0%	25.5%
Subtotal MPO	*$2,191.7*	*$1,595.3*	*$1,707.5*	*$1,446.8*	*$1,517.3*	*$1,661.2*	*$1,662.0*	*$1,670.8*	*$1,602.5*	*$1,518.5*	*$16,573.6*	*100.0%*	*34.4%*
Statewide Distribution													
Statewide	$1,421.9	$1,326.7	$1,353.6	$1,378.6	$1,341.7	$1,224.0	$1,253.9	$1,276.6	$1,376.9	$1,493.5	$13,447.5	100.0%	27.9%
Subtotal Statewide	*$1,421.9*	*$1,326.7*	*$1,353.6*	*$1,378.6*	*$1,341.7*	*$1,224.0*	*$1,253.9*	*$1,276.6*	*$1,376.9*	*$1,493.5*	*$13,447.5*	*100.0%*	*27.9%*
NJ Transit													
MPO Distribution													
SJTPO	$48.8	$56.6	$65.8	$69.1	$72.8	$77.7	$78.4	$78.0	$79.9	$81.3	$708.3	3.9%	1.5%
NJTPA	$1,451.9	$1,456.5	$1,456.3	$1,476.1	$1,478.0	$1,475.3	$1,490.1	$1,510.5	$1,522.2	$1,536.3	$14,853.2	82.0%	30.9%
DVRPC	$186.7	$213.8	$237.6	$248.0	$260.5	$276.7	$280.1	$279.4	$285.4	$290.0	$2,558.2	14.1%	5.3%
Subtotal MPO	*$1,687.3*	*$1,726.9*	*$1,759.7*	*$1,793.2*	*$1,811.3*	*$1,829.7*	*$1,848.6*	*$1,867.8*	*$1,887.5*	*$1,907.6*	*$18,119.7*	*100.0%*	*37.6%*
Total	*$5,300.9*	*$4,648.9*	*$4,820.9*	*$4,618.6*	*$4,670.3*	*$4,714.9*	*$4,764.6*	*$4,815.2*	*$4,866.9*	*$4,919.6*	*$48,140.7*		*100.0%*

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Delaware Valley Regional Planning Commission (DVRPC)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
NJDOT											
FHWA: BFP	$106.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$106.0
FHWA: BIP-DVRPC	$47.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$47.0
FHWA: CMAQ	$11.4	$5.0	$4.4	$31.0	$31.4	$2.0	$4.4	$2.0	$4.4	$2.0	$98.0
FHWA: CR-DVRPC	$3.5	$3.5	$3.6	$3.7	$3.7	$3.8	$3.9	$4.0	$4.0	$4.1	$37.8
FHWA: NHFP	$0.0	$0.0	$0.0	$20.0	$20.0	$20.0	$6.2	$0.0	$0.0	$0.0	$66.2
FHWA: NHPP	$54.0	$68.2	$205.4	$105.1	$107.5	$142.7	$170.9	$196.7	$220.9	$2.9	$1,274.4
FHWA: Rail-Hwy Crossing	$0.9	$0.9	$0.9	$0.9	$0.9	$1.0	$1.0	$1.0	$1.0	$1.0	$9.6
FHWA: RAISE-DVRPC	$4.3	$12.1	$2.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$19.0
FHWA: Safety	$7.4	$3.0	$8.9	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$40.3
FHWA: SPR/PL	$3.2	$3.3	$3.3	$3.4	$3.5	$3.5	$3.6	$3.7	$3.8	$3.8	$35.1
FHWA: STBGP-DVRPC	$29.1	$29.7	$30.3	$30.9	$31.5	$32.2	$32.8	$33.5	$34.1	$34.8	$319.1
FHWA: STBGP-OS-BRDG	$5.0	$12.3	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$57.3
FHWA: STBGP-Statewide	$23.9	$15.6	$23.9	$1.0	$72.5	$12.1	$0.8	$0.8	$0.8	$0.8	$152.3
FHWA: TA-DVRPC	$3.0	$3.1	$3.2	$3.2	$3.3	$3.4	$3.4	$3.5	$3.6	$3.6	$33.3
FTA: SPR/PL	$1.4	$1.4	$1.4	$1.5	$1.5	$1.5	$1.5	$1.6	$1.6	$1.6	$15.1
Other Funds DVRPC	$17.1	$7.1	$1.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$25.8
Transportation Trust Fund	$96.2	$68.0	$74.1	$75.3	$75.3	$75.3	$75.3	$75.3	$75.3	$75.3	$765.3
Total NJDOT	*$30, 23*	*$1, , 21*	*$, . 62*	*$1632*	*$, 5421*	*$, 8523*	*$, 0128*	*$, , 820*	*$, 592*	*$0, 621*	*$, 70802*

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Delaware Valley Regional Planning Commission (DVRPC)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
NJ Transit											
FHWA: CMAQ	$4.4	$4.4	$4.4	$6.2	$4.4	$4.4	$4.4	$4.4	$4.4	$4.4	$45.8
FTA: Section 5307	$58.1	$60.0	$73.2	$62.6	$74.9	$82.5	$84.6	$86.8	$89.0	$91.3	$763.0
FTA: Section 5310	$2.7	$2.8	$2.8	$2.9	$3.0	$3.0	$3.1	$3.1	$3.2	$3.3	$29.8
FTA: Section 5311	$1.4	$1.4	$1.5	$1.5	$1.5	$1.6	$1.6	$1.6	$1.7	$1.7	$15.4
FTA: Section 5337	$17.1	$28.0	$29.2	$28.7	$30.0	$30.4	$19.9	$20.3	$20.8	$21.2	$245.8
FTA: Section 5339	$4.7	$4.8	$4.9	$5.0	$5.1	$5.2	$5.3	$5.4	$5.5	$5.6	$51.7
Casino Revenue	$11.4	$11.8	$12.1	$12.5	$12.9	$13.2	$13.6	$14.0	$14.5	$14.9	$130.9
Match Funds	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$4.4
Transportation Trust Fund	$86.4	$100.2	$109.0	$128.1	$128.3	$136.0	$147.2	$143.2	$145.9	$147.2	$1,271.5
Total NJ Transit	*$06. 29*	*$10, 26*	*$1, 92*	*$1362*	*$1. 825*	*$19. 29*	*$1682*	*$1942*	*$1652*	*$1482*	*$1756*
Total	*$. 882*	*$3392*	*$. 8. 21*	*$5, 12*	*$. 042*	*$5612*	*$5412*	*$. 842*	*$. 3, 2*	*$3162*	*$57. 542*

Table 8

North Jersey Transportation Planning Authority (NJTPA)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
NJDOT											
FHWA: BFP	$386.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$386.2
FHWA: BFP-OS-BRDG	$4.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$4.0
FHWA: CMAQ	$7.5	$12.5	$10.0	$7.5	$8.5	$37.5	$7.5	$7.5	$7.5	$7.5	$113.5
FHWA: CR-NJTPA	$14.7	$15.0	$15.3	$15.6	$15.9	$16.3	$16.6	$16.9	$17.2	$17.6	$161.2
FHWA: High Priority	$2.6	$24.6	$0.8	$0.0	$4.0	$0.0	$0.0	$0.0	$0.0	$0.0	$31.9
FHWA: NHFP	$36.7	$37.5	$38.2	$19.0	$19.8	$20.6	$35.1	$42.2	$43.0	$43.9	$336.0
FHWA: NHPP	$414.8	$403.0	$326.0	$322.8	$260.4	$402.4	$488.9	$502.3	$516.8	$746.9	$4,384.2
FHWA: Rail-Hwy Crossing	$2.7	$2.7	$2.8	$2.8	$2.9	$2.9	$3.0	$3.1	$3.1	$3.2	$29.2
FHWA: Safety	$28.0	$35.0	$34.6	$28.0	$28.0	$28.0	$28.0	$28.0	$28.0	$28.0	$293.6
FHWA: SPR/PL	$13.4	$13.7	$14.0	$14.3	$14.6	$14.8	$15.1	$15.4	$15.8	$16.1	$147.2
FHWA: STBGP-NJTPA	$124.3	$126.8	$129.3	$131.9	$134.6	$137.2	$140.0	$142.8	$145.7	$148.6	$1,361.2
FHWA: STBGP-OS-BRDG	$5.0	$8.0	$16.7	$24.0	$7.1	$23.4	$20.0	$13.7	$5.0	$5.0	$127.9
FHWA: STBGP-Statewide	$122.4	$67.7	$44.9	$16.5	$81.3	$3.4	$43.0	$3.4	$3.4	$3.4	$389.2
FHWA: TA-NJTPA	$13.0	$13.2	$13.5	$13.8	$14.1	$14.3	$14.6	$14.9	$15.2	$15.5	$142.2
FTA: SPR/PL	$5.8	$5.9	$6.0	$6.2	$6.3	$6.4	$6.5	$6.6	$6.7	$6.9	$63.3
Other Funds	$5.0	$4.0	$107.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$116.1
Transportation Trust Fund	$399.4	$415.1	$441.5	$458.2	$458.2	$458.2	$458.2	$458.2	$363.2	$263.2	$4,173.2
Total NJDOT	*$1,202.1*	*$1,326.1*	*$1,354.8*	*$1,314.4*	*$1,244.1*	*$1,350.1*	*$1,358.1*	*$1,265.1*	*$1,241.1*	*$1,294.1*	*$13,150.7*

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North Jersey Transportation Planning Authority (NJTPA)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
NJ Transit											
FHWA: CMAQ	$69.7	$69.7	$69.7	$67.3	$69.7	$69.7	$69.7	$69.7	$69.7	$69.7	$694.3
FTA: Section 5307	$342.9	$353.3	$344.5	$367.0	$360.1	$359.3	$365.8	$372.5	$379.3	$386.2	$3,630.8
FTA: Section 5310	$8.2	$8.5	$8.6	$8.8	$9.0	$9.2	$9.3	$9.5	$9.7	$9.9	$90.8
FTA: Section 5311	$4.3	$4.4	$4.5	$4.6	$4.6	$4.7	$4.8	$4.9	$5.0	$5.1	$47.0
FTA: Section 5337	$291.4	$286.2	$291.2	$298.5	$303.5	$309.8	$330.9	$337.5	$344.2	$351.0	$3,144.2
FTA: Section 5339	$14.2	$14.7	$15.0	$15.3	$15.6	$15.9	$16.2	$16.5	$16.8	$17.2	$157.2
Casino Revenue	$34.7	$35.8	$36.9	$38.0	$39.1	$40.3	$41.5	$42.7	$44.0	$45.3	$398.4
Match Funds	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$13.3
Metro North	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$6.9
NJ TURNPIKE	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$250.0
Transportation Trust Fund	$659.4	$657.0	$659.0	$649.7	$649.5	$639.4	$624.8	$630.1	$626.5	$624.8	$6,420.3
Total NJ Transit	*$1,306,317*	*$1,306,.1,*	*$1,306,.19*	*$1,368.13*	*$1,368214*	*$1,368,19*	*$1,367413*	*$1,341,*	*$1,355,15*	*$1,39.19*	*$13602,915*
Total	*$1,904,981,6*	*$1,50,631,5*	*$1,50,.,814*	*$1,50,9.1,*	*$1,50,991,*	*$1,50,641,8*	*$1,508..1,*	*$1,508.,1,*	*$1,50,751,2*	*$1,502,631,7*	*$15803,391,3*

Table 9

South Jersey Transportation Planning Organization (SJTPO)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
NJDOT											
FHWA: BFP	$91.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$91.5
FHWA: CMAQ	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$19.0
FHWA: CR-SJTPO	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.8	$0.8	$0.8	$7.3
FHWA: NHPP	$26.3	$103.0	$67.8	$30.0	$21.4	$118.3	$1.3	$13.0	$1.3	$1.3	$383.4
FHWA: Rail-Hwy Crossing	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$2.9
FHWA: Safety	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$30.0
FHWA: SPR/PL	$1.1	$1.1	$1.2	$1.2	$1.2	$1.2	$1.3	$1.3	$1.3	$1.3	$12.3
FHWA: STBGP-OS-BRDG	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$50.0
FHWA: STBGP-SJTPO	$5.6	$5.7	$5.8	$5.9	$6.1	$6.2	$6.3	$6.4	$6.6	$6.7	$61.3
FHWA: STBGP-Statewide	$21.7	$17.4	$9.8	$9.0	$17.8	$8.4	$8.5	$8.7	$8.8	$9.0	$119.2
FHWA: TA-SJTPO	$0.6	$0.6	$0.6	$0.6	$0.6	$0.6	$0.7	$0.7	$0.7	$0.7	$6.4
FTA: SPR/PL	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.6	$0.6	$0.6	$5.3
Transportation Trust Fund	$34.6	$38.1	$41.7	$44.1	$44.1	$44.1	$44.1	$44.1	$44.1	$44.1	$423.5
Total NJDOT	*$30, 21*	*$3112*	*$3682*	*$35, 2*	*$35, 24*	*$3052*	*$162*	*$892*	*$1. 2*	*$1. 21*	*$37, 3, 23*

Table 9

Page 2 of 2

South Jersey Transportation Planning Organization (SJTPO)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
NJ Transit											
FHWA: CMAQ	$0.9	$0.9	$0.9	$1.5	$0.9	$0.9	$0.9	$0.9	$0.9	$0.9	$9.9
FTA: Section 5307	$16.8	$17.1	$21.2	$18.0	$21.7	$24.0	$24.7	$25.3	$26.0	$26.7	$221.5
FTA: Section 5310	$0.8	$0.8	$0.9	$0.9	$0.9	$0.9	$0.9	$1.0	$1.0	$1.0	$9.1
FTA: Section 5311	$0.4	$0.4	$0.4	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$4.7
FTA: Section 5337	$3.6	$7.3	$7.5	$7.3	$7.7	$7.8	$4.2	$4.3	$4.4	$4.5	$58.7
FTA: Section 5339	$1.4	$1.5	$1.5	$1.5	$1.6	$1.6	$1.6	$1.7	$1.7	$1.7	$15.7
Casino Revenue	$3.5	$3.6	$3.7	$3.8	$3.9	$4.0	$4.1	$4.3	$4.4	$4.5	$39.8
Match Funds	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$1.3
Transportation Trust Fund	$21.1	$24.8	$29.5	$35.4	$35.5	$37.9	$41.3	$39.9	$40.8	$41.3	$347.5
Total NJ Transit	*$. 82*	*$942*	*$492*	*$402*	*$1, 2*	*$112*	*$182*	*$182*	*$102*	*$832*	*$1582*
Total	*$, . 32*	*$, 662*	*$, 5. 2*	*$3132*	*$3192*	*$, 482*	*$39, 2*	*$3462*	*$39. 2*	*$3942*	*$37, 52*

Table 10
Statewide Programs
Distribution of Funds - NJDOT
($ millions)

Funding Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
NJDOT											
FHWA: BFP	$4.9	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$4.9
FHWA: BFP-OS-BRDG	$143.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$143.7
FHWA: CMAQ	$24.5	$28.3	$33.9	$12.3	$13.4	$16.4	$46.7	$51.8	$52.2	$57.4	$336.9
FHWA: CR-Statewide	$13.3	$13.6	$13.8	$14.1	$14.4	$14.7	$15.0	$15.3	$15.6	$15.9	$145.6
FHWA: Ferry	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$40.0
FHWA: NHPP	$241.2	$252.1	$230.7	$242.4	$229.0	$157.9	$153.8	$157.8	$153.4	$157.5	$1,975.9
FHWA: Other Funds	$1.2	$1.2	$1.2	$1.2	$1.2	$1.2	$1.2	$1.2	$1.2	$1.2	$12.5
FHWA: PFP	$36.5	$37.3	$38.0	$38.8	$39.5	$40.3	$41.1	$42.0	$42.8	$43.7	$400.1
FHWA: Safety	$41.8	$40.8	$36.9	$51.1	$52.8	$54.5	$56.3	$58.1	$60.0	$61.8	$514.2
FHWA: SPR/PL	$26.8	$27.4	$27.9	$28.5	$29.0	$29.6	$30.2	$30.8	$31.4	$32.1	$293.8
FHWA: STBGP-OS-BRDG	$28.3	$18.1	$16.6	$9.4	$26.2	$9.9	$13.3	$19.6	$28.3	$28.3	$198.2
FHWA: STBGP-Statewide	$138.3	$132.3	$168.0	$167.2	$122.0	$85.0	$81.6	$85.0	$81.6	$85.0	$1,146.2
FHWA: TA	$14.6	$14.9	$15.2	$15.5	$15.8	$16.1	$16.5	$16.8	$17.1	$17.5	$160.0
Transportation Trust Fund	$702.8	$756.8	$767.2	$794.1	$794.1	$794.1	$794.1	$794.1	$889.1	$989.1	$8,075.8
Total NJDOT	*$30) 231*	*$306285*	*$306461*	*$306591*	*$306, 315*	*$302 2, 17*	*$302461*	*$302581*	*$306581*	*$30) . 614*	*$360) , 514*

Table 11

Page 1 of 2

NJDOT Multi-year Funded Federal Projects

($ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
NJDOT															
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway (DBNUM: 15430; UPC: 154300)															
	NJTPA	CON	NHPP									$22.512	$66.970	$50.518	$140.000
Route 9, Salem Hill Road to Texas Road (CR 690) Intersections (DBNUM: 18369; UPC: 183690)															
	NJTPA	CON	CMAQ						$1.000	$30.000					$31.000
Parker Road (WB), Bridge over Route 15 (NB) (DBNUM: 24337; UPC: 243370)															
	NJTPA	CON	STBGP-OS-BRDG								$15.000	$8.700			$23.700
Route 17, Essex Street to South of Route 4 (DBNUM: 103A1; UPC: 088034)															
	NJTPA	CON	NHPP										$129.200	$125.000	$254.200
Route 46, Pequannock Street to CR 513 (West Main Street) (DBNUM: 16318; UPC: 163180)															
	NJTPA	CON	HSIP-VRUS			$7.000	$6.600								$13.600
Route 80, Riverview Ave to Polifly Road (CR 55), Contract 2 (DBNUM: 11415B; UPC: 258010)															
	NJTPA	CON	NHFP-HWY					$8.765	$8.025	$10.877					$27.668
	NJTPA	CON	NHPP					$42.500	$42.500	$43.132					$128.132
Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3 (DBNUM: 11415C; UPC: 258020)															
	NJTPA	CON	NHFP-HWY					$8.765	$8.025	$9.677					$26.468
	NJTPA	CON	NHPP					$42.500	$42.500	$43.132					$128.132
Route 80, 21st Avenue to Lakeview Ave (CR 624), Contract 6 (DBNUM: 11415F; UPC: 258050)															
	NJTPA	CON	NHFP-HWY										$43.037	$43.898	$86.935
	NJTPA	CON	NHPP											$184.157	$184.157
Route 80/15 Interchange (DBNUM: 93139; UPC: 950442)															
	NJTPA	CON	NHPP				$59.500	$50.000	$50.000						$159.500
Route 206, Valley Road to Brown Avenue (DBNUM: 780A; UPC: 108021)															
	NJTPA	CON	NHPP			$3.000	$50.000	$46.000	$21.500						$120.500

Table 11

NJDOT Multi-year Funded Federal Projects

($ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
Route 287, Route 202 to Ramapo River (DBNUM: 14359; UPC: 143590)															
	NJTPA	CON	NHPP	$23.289	$80.211										$103.500
Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike) (DBNUM: 18353; UPC: 183530)															
	DVRPC	EC	CMAQ					$29.000	$27.000						$56.000
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)															
	DVRPC	CON	NHFP-HWY					$20.000	$20.000	$20.000	$6.243				$66.243
	DVRPC	CON	NHPP				$50.000	$60.000	$60.000	$70.450	$64.461				$304.911
Route 440, Route 95 to Kreil St (DBNUM: 14355; UPC: 143550)															
	NJTPA	CON	NHPP										$61.000	$152.000	$213.000
NJDOT Total				*$23.3*	*$90.2*	*$166.1*	*$307.5*	*$280.6*	*$227.3*	*$85.7*	*$31.2*	*$300.2*	*$555.6*	*$2,067.6*	
Federal Multi-year Funding Total				*$23.3*	*$90.2*	*$166.1*	*$307.5*	*$280.6*	*$227.3*	*$85.7*	*$31.2*	*$300.2*	*$555.6*	*$2,067.6*	

Table 12

NJDOT Multi-year Funded State Projects

($ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
Lincoln Tunnel Access Project (LTAP) (DBNUM: 11407; UPC: 114070)															
	NJTPA	ERC	STATE	$549.000	$195.000	$195.000	$195.000	$195.000	$195.000	$195.000	$195.000	$195.000	$100.000		$2,209.000
Route 295/42/I-76, Direct Connection, Contract 3 (DBNUM: 355D; UPC: 113020)															
	DVRPC	CON	STATE		$7.000	$5.000	$5.000								$17.000
State Multi-year Funding Total				*$549.0*	*$202.0*	*$200.0*	*$200.0*	*$195.0*	*$195.0*	*$195.0*	*$195.0*	*$195.0*	*$100.0*	*$0.0*	*$2,226.0*

Table 13
NJ TRANSIT Federal Equipment Lease Payments
($ millions)

Project Name (ID #)	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
Portal Bridge North (DBNUM: T538)											
Note:											
	$30.522	$25.000	$37.848	$37.802	$37.803	$37.801	$37.800	$37.801	$37.801	$37.801	$357.979
Rail Rolling Stock (DBNUM: T112)											
Note:											
	$216.081	$313.966	$250.141	$210.328	$249.162	$263.162	$168.006	$295.628	$324.123	$338.210	$2,628.807
Transit Rail Initiatives (DBNUM: T300)											
Note:											
	$37.175	$31.205	$89.679	$24.712	$45.030	$45.028	$45.029	$45.027	$45.027	$45.027	$452.939

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EARMARK PROJECT LIST

DRAFT FY 2026 - 2035
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
EARMARK PROJECT LIST

MPO / COUNTY	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
DVRPC / Burlington					
Route 73/70, Marlton Circle Elimination					
567 960462					
	NJ296	1110117	$599,897.00	$0.00	$599,897.00
	Totals		$599,897.00	$0.00	$599,897.00
DVRPC / Camden					
Route 295/42, Missing Moves, Bellmawr					
355A 950541					
	NJ063	1050178	$14,351,393.00	$13,263,034.92	$1,088,358.08
	NJ119	1090059	$4,005,900.00	$3,549,345.73	$456,554.27
	NJ246	1090059	$15,022,126.00	$9,175,294.93	$5,846,831.07
	Totals		$33,379,419.00	$25,987,675.58	$7,391,743.42
NJTPA / Bergen					
Bergen County, Specialized Bus Transit					
N1129 118036					
	NJ306	1110117	$973,834.00	$0.00	$973,834.00
	Totals		$973,834.00	$0.00	$973,834.00
Borough of Norwood: Broad Street Bridge					
N2405 243090					
	NJ311	1170328	$800,000.00	$0.00	$800,000.00
	Totals		$800,000.00	$0.00	$800,000.00
Market Street/Essex Street/Rochelle Avenue					
98546 985460					
	NJ023	1050178	$3,844,123.00	$1,045,545.26	$2,798,577.74
	Totals		$3,844,123.00	$1,045,545.26	$2,798,577.74
Route 17, Corridor, Williams Avenue to Garden State Parkway					
103 950237					
	NJ128	1090059	$3,702,821.84	$3,690,436.50	$12,385.34
	Totals		$3,702,821.84	$3,690,436.50	$12,385.34
Route 17, Route 120 (Paterson Plank Road) to Garden State Parkway					
103A 038040					
	NJ128	1090059	$3,702,821.84	$3,690,436.50	$12,385.34
	Totals		$3,702,821.84	$3,690,436.50	$12,385.34

DRAFT FY 2026 - 2035
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
EARMARK PROJECT LIST

MPO / COUNTY	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
NJTPA / Bergen					
Route 17, Williams Avenue to I-80					
103A2 098021					
	NJ128	1090059	$3,702,821.84	$3,690,436.50	$12,385.34
	Totals		$3,702,821.84	$3,690,436.50	$12,385.34
NJTPA / Essex					
Edison National Historic Site, Traffic Improvements					
08447 084470					
	NJ224	1090059	$192,283.00	$0.00	$192,283.00
	Totals		$192,283.00	$0.00	$192,283.00
Liberty Corridor Bus Rapid Transit (BRT)					
T540					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
North Broad Street Redevelopment Project					
N1126 118033					
	NJ297	1110117	$486,917.00	$0.00	$486,917.00
	Totals		$486,917.00	$0.00	$486,917.00
West Orange Twp., Streetscape and Traffic Improvements					
08435 084350					
	NJ127	1090059	$801,180.00	$523,826.23	$277,353.77
	Totals		$801,180.00	$523,826.23	$277,353.77
Route 21, Newark Riverfront Pedestrian and Bicycle Access					
98540 985400					
	NJ139	1090059	$1,201,770.00	$498,000.00	$703,770.00
	Totals		$1,201,770.00	$498,000.00	$703,770.00
NJTPA / Hudson					
Central Ave. Corridor Improvement Project					
N2413 243170					
	NJ319	1170328	$1,103,850.00	$0.00	$1,103,850.00
	Totals		$1,103,850.00	$0.00	$1,103,850.00
County Road 653/County Ave. Improvements					
N2410 243140					
	NJ316	1170328	$1,750,000.00	$0.00	$1,750,000.00
	Totals		$1,750,000.00	$0.00	$1,750,000.00

DRAFT FY 2026 - 2035
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
EARMARK PROJECT LIST

MPO / COUNTY	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
NJTPA / Hudson					
Electric Vehicle Charging Station and Fleet Expansion Project					
N2414 243180					
	NJ320	1170328	$475,000.00	$0.00	$475,000.00
	Totals		$475,000.00	$0.00	$475,000.00
Newark and First Street Improvements, Hoboken					
08446 084460					
	NJ223	1090059	$240,354.00	$41,063.00	$199,291.00
	Totals		$240,354.00	$41,063.00	$199,291.00
North Jersey Railroad Doublestack Clearance					
06318C 088001					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Union City, Street Improvements & Traffic Signal Replacement					
08436 084360					
	NJ305	1110117	$299,949.00	$0.00	$299,949.00
	Totals		$299,949.00	$0.00	$299,949.00
Route 1&9, Secaucus Road to Broad Avenue (28)					
X207 960135					
	NJ122	1090059	$801,180.00	$422,156.00	$379,024.00
	Totals		$801,180.00	$422,156.00	$379,024.00
Route 280, Harrison Township Operational Improvements					
04305 043050					
	NJ210	1090059	$8,011,800.00	$904,224.00	$7,107,576.00
	NJ249	1090059	$2,002,950.00	$0.00	$2,002,950.00
	NJ265	1090059	$3,007,024.00	$0.00	$3,007,024.00
	Totals		$13,021,774.00	$904,224.00	$12,117,550.00
Route 7, Hackensack River (Wittpenn) Bridge, Contract 1					
075A 068087					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 7, Hackensack River (Wittpenn) Bridge, Contract 2					
075B 068088					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02

DRAFT FY 2026 - 2035
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
EARMARK PROJECT LIST

MPO / COUNTY	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
NJTPA / Hudson					
Route 7, Hackensack River (Wittpenn) Bridge, Contract 3					
075C 068089					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 7, Hackensack River (Wittpenn) Bridge, Contract 4					
075D 068090					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 7, Hackensack River (Wittpenn) Bridge, Interim Priority Repairs					
075A1 098000					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 7, Hackensack River (Wittpenn) Bridge, Interim Priority Repairs, Contract 2					
075A1A 108017					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 7, Hackensack River Bridge (Wittpen Bridge) (2)					
075 961462					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 7, Hackensack River Wittpenn Bridge Contract 3A					
075B1 143040					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
NJTPA / Hunterdon					
Route 78, Interchange 12 and 15 Improvements					
9137A1 068006					
	NJ222	1090059	$801,180.00	$719,921.00	$81,259.00
	Totals		$801,180.00	$719,921.00	$81,259.00
Route 78, Pittstown Road (Exit 15), Interchange Improvements (CR 513)					
NS0309 950435					
	NJ222	1090059	$801,180.00	$719,921.00	$81,259.00
	Totals		$801,180.00	$719,921.00	$81,259.00
NJTPA / Middlesex					

DRAFT FY 2026 - 2035
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
EARMARK PROJECT LIST

MPO / COUNTY	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
NJTPA / Middlesex					
Carteret Ferry Service Terminal					
06316 063160					
	NJ215	1090059	$2,432,478.00	$2,213,833.00	$218,645.00
	Totals		$2,432,478.00	$2,213,833.00	$218,645.00
South Amboy Intermodal Center					
98541 985410					
	NJ047	1050178	$12,301,193.00	$12,190,096.11	$111,096.89
	Totals		$12,301,193.00	$12,190,096.11	$111,096.89
South Brunswick Signalized Intersection Improvements					
N2418 243220					
	NJ326	1170328	$2,600,000.00	$0.00	$2,600,000.00
	Totals		$2,600,000.00	$0.00	$2,600,000.00
Route 1, North of Ryders Lane to south of Milltown Road (6V)					
9239 960116					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 18 Ext., Hoes Lane Extension to I-287 (3A)					
115B 960220					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 27, Renaissance 2000, Bennetts Lane to Somerset Street					
97079 950141					
	NJ302	1110117	$973,834.00	$0.00	$973,834.00
	Totals		$973,834.00	$0.00	$973,834.00
NJTPA / Monmouth					
Englishtown Borough, Road Improvements					
N1128 118035					
	NJ300	1110117	$749,872.00	$0.00	$749,872.00
	Totals		$749,872.00	$0.00	$749,872.00
Freehold Township Bus Facility (Earmark)					
T523					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02

DRAFT FY 2026 - 2035
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
EARMARK PROJECT LIST

MPO / COUNTY	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
NJTPA / Monmouth					
Kings Highway Pedestrian Safety Improvements					
N2416 243200					
	NJ322	1170328	$997,500.00	$0.00	$997,500.00
	Totals		$997,500.00	$0.00	$997,500.00
Route 34, Colts Neck, Intersection Improvements (CR 537)					
96040 950315					
	NJ290	1100161	$245,000.00	$0.00	$245,000.00
	Totals		$245,000.00	$0.00	$245,000.00
Route 35/36, Eatontown					
95062 950323					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 35/36, Eatontown, Interim Safety Improvements					
95062A 038048					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 71, Wyckoff Road, CR 547					
HP01001 018080					
	NJ066	1060346	$149,670.00	$0.00	$149,670.00
	Totals		$149,670.00	$0.00	$149,670.00
Route 9, Robertsville Road Intersection Improvements (CR 520)					
98511 985110					
	NJ070	1060346	$2,494,500.00	$1,415,020.93	$1,079,479.07
	Totals		$2,494,500.00	$1,415,020.93	$1,079,479.07
NJTPA / Morris					
Pedestrian Walkway Improvements Along Rt.53 and Tabor Road					
N2402 243060					
	NJ308	1170103	$136,330.00	$0.00	$136,330.00
	Totals		$136,330.00	$0.00	$136,330.00
NJTPA / Ocean					

DRAFT FY 2026 - 2035
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
EARMARK PROJECT LIST

MPO / COUNTY	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
NJTPA / Ocean					
Route 539 Overpass (joint Kim/Smith)					
N2406 243100					
	NJ312	1170328	$7,000,000.00	$0.00	$7,000,000.00
	NJ323	1170328	$4,000,000.00	$0.00	$4,000,000.00
	Totals		$11,000,000.00	$0.00	$11,000,000.00
Route 72 Transportation & Safety Connector Project					
N2417 243210					
	NJ324	1170328	$2,000,000.00	$0.00	$2,000,000.00
	Totals		$2,000,000.00	$0.00	$2,000,000.00
Western Boulevard Extension					
10392 103920					
	NJ228	1090059	$3,204,720.00	$587,800.48	$2,616,919.52
	Totals		$3,204,720.00	$587,800.48	$2,616,919.52
Route 72, East Road					
94071A 001010					
	NJ303	1110117	$499,915.00	$0.00	$499,915.00
	Totals		$499,915.00	$0.00	$499,915.00
NJTPA / Passaic					
Belmont Avenue Gateway Community Enhancement Project (CR 675)					
07356 073560					
	NJ103	1080447	$344,375.00	$178,368.00	$166,007.00
	NJ232	1090059	$400,590.00	$247,151.19	$153,438.81
	Totals		$744,965.00	$425,519.19	$319,445.81
McBride Ave. Roundabout Project					
N2412 243160					
	NJ318	1170328	$1,200,000.00	$0.00	$1,200,000.00
	Totals		$1,200,000.00	$0.00	$1,200,000.00
Passaic - Main Ave. Parking Deck Project					
N2411 243150					
	NJ317	1170328	$4,000,000.00	$0.00	$4,000,000.00
	Totals		$4,000,000.00	$0.00	$4,000,000.00
NJTPA / Somerset					

DRAFT FY 2026 - 2035
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
EARMARK PROJECT LIST

MPO / COUNTY	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
NJTPA / Somerset					
Port Reading Junction					
06318B 088000					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Rail Replacement on Conrail's Port Reading Secondary (Liberty Corridor)					
06318G 168000					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Route 22, Sustainable Corridor Long-term Improvements					
03318 033180					
	NJ166	1090059	$2,403,540.00	$1,548,896.93	$854,643.07
	NJ294	1110008	$570,000.00	$0.00	$570,000.00
	NJ301	1110117	$1,249,786.00	$0.00	$1,249,786.00
	Totals		$4,223,326.00	$1,548,896.93	$2,674,429.07
Route 22, Sustainable Corridor Short-term Improvements					
03319 033190					
	NJ166	1090059	$2,403,540.00	$1,548,896.93	$854,643.07
	NJ294	1110008	$570,000.00	$0.00	$570,000.00
	NJ301	1110117	$1,249,786.00	$0.00	$1,249,786.00
	Totals		$4,223,326.00	$1,548,896.93	$2,674,429.07
NJTPA / Union					
Kapkowski Road, North Avenue and Trumbull Street					
9324 950558					
	NJ200	1090059	$4,566,726.00	$1,622,082.18	$2,944,643.82
	NJ200	1090059	$4,566,726.00	$493,827.62	$4,072,898.38
	NJ258	1090059	$1,001,475.00	$0.00	$1,001,475.00
	Totals		$10,134,927.00	$2,115,909.80	$8,019,017.20
North Avenue Corridor Improvement Project (NACI)					
06318F 088005					
	NJ200	1090059	$4,566,726.00	$493,827.62	$4,072,898.38
	NJ200	1090059	$4,566,726.00	$1,622,082.18	$2,944,643.82
	NJ258	1090059	$1,001,475.00	$0.00	$1,001,475.00
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$90,140,205.00	$58,566,785.78	$31,573,419.22

DRAFT FY 2026 - 2035
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
EARMARK PROJECT LIST

MPO / COUNTY	Earmark ID	Public Law	Federal Appropriation	Obligations	Balance
NJTPA / Union					
Town of Westfield North Ave. Corridor Pedestrian Enhancements					
N2408 243120					
	NJ314	1170328	$399,000.00	$0.00	$399,000.00
	Totals		$399,000.00	$0.00	$399,000.00
Tremley Point Connector Road					
9324A 058050					
	NJ272	1090059	$80,005,278.00	$56,450,875.98	$23,554,402.02
	Totals		$80,005,278.00	$56,450,875.98	$23,554,402.02
Union County Structurally Deficient Bridge Initiative					
N2407 243110					
	NJ313	1170328	$2,760,000.00	$0.00	$2,760,000.00
	Totals		$2,760,000.00	$0.00	$2,760,000.00
SJTPO / Cape May					
Garden State Parkway Interchange Improvements in Cape May					
98543 985430					
	NJ136	1090059	$32,047,202.00	$31,910,923.87	$136,278.13
	Totals		$32,047,202.00	$31,910,923.87	$136,278.13

NOTE:

Earmark IDs NJ307 - NJ310 Obligate Deadline: 09/30/2025 and Expend Deadline: 09/30/2030

Earmark IDs NJ311 - NJ326 Obligate Deadline: 09/30/2026 and Expend Deadline: 09/30/2031

FY 2026 - 2027
STUDY & DEVELOPMENT PROGRAM

Baird Boulevard (CR 608), Bridge Over Route 30

DB#: 24353
UPC#: 243530

Existing bridge replacement.

COUNTY: Camden
MUNICIPALITY: Camden City
MILEPOSTS: 0.6
STRUCTURE NO.: 0406156
LEGISLATIVE DISTRICT: 5 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
DVRPC	CD	2026

Bridge Street , Bridge over Amtrak

DB#: 21301
UPC#: 213010

Bridge Street, Bridge over Amtrak (Structure # 1249-167). Bridge rehabilitation/ Replacement.

COUNTY: Middlesex
MUNICIPALITY: Metuchen Borough
MILEPOSTS: 0.11 - 0.11
STRUCTURE NO.: 1249167
LEGISLATIVE DISTRICT: 18 **SPONSOR:**
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Central Avenue (CR 659), Bridge over Route 1&9T

DB#: 18322
UPC#: 183220

Initiated by the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge.

COUNTY: Hudson
MUNICIPALITY: Kearny Town
MILEPOSTS: 1.72-1.82
STRUCTURE NO.: 0905150
LEGISLATIVE DISTRICT: 32 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

CR 501 (JFK Blvd), Rt 139 Conrail Viaduct Spans

DB#: 18317
UPC#: 183170

This project will address the CR 501 bridge over Rt. 139, the Conrail Viaduct Spans 1 to 3, and Rt. 139 retaining walls along Ramp O.

COUNTY: Hudson
MUNICIPALITY: Jersey City
MILEPOSTS: 31.11
STRUCTURE NO.: 0904150
LEGISLATIVE DISTRICT: 31, 33 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Management)

MPO	Phase	Year
NJTPA	CD	2026

CR 509S (Springfield Avenue), Bridge over Route 22

DB#: 19300
UPC#: 193000

Initiated by the Bridge Management System, this project will replace or rehabilitate the bridge. The bridge is structurally deficient due to the poor condition of the super structure and substructure.

COUNTY: Union
MUNICIPALITY: Springfield Twp
MILEPOSTS: 0.93 - 0.93
STRUCTURE NO.: 2003-160
LEGISLATIVE DISTRICT: 21 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

CR 527 (Old Bridge Turnpike), Bridge over Sayreville Secondary (NS)

DB#: 17415
UPC#: 174150

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1920.

COUNTY: Middlesex
MUNICIPALITY: South River Boro
MILEPOSTS: 41.14
STRUCTURE NO.: 1251160
LEGISLATIVE DISTRICT: 18 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Floodgate Road, Bridge over Repaupo Creek (Bridge 3-D-1)

DB#: D2214
UPC#: 223470

This Local Concept Development study from the DVRPC FY2023 UPWP aims to identify and select a preliminary preferred alternative that will improve the Floodgate Road Bridge over Repaupo Creek and remove any substantial deficiencies including any functional obsolete rating. The bridge is the only means of access to the Delaware River levee system, floodgates and storm water pumping station which protect the Gibbstown section of Greenwich Township. The current weight restriction on the bridge limits the ability to utilize heavy machinery and delivery of materials to this vital protection system for a large portion of Greenwich Township and is needed for emergency management measures. Additionally, there is a park and a small community on the one side of the bridge without alternative access that relies on the bridge. The small community of under a dozen homes has no sewer service and requires septic pumping on a regular basis; however, the current weight restriction limits the ability to utilize standard septic disposal trucks, as well as standard heating oil delivery trucks to service this community. The bridge sufficiency rating is 40.6.

COUNTY: Gloucester
MUNICIPALITY: Logan Twp, Greenwich Twp
MILEPOSTS:
STRUCTURE NO.: 0801D01
LEGISLATIVE DISTRICT: 3 **SPONSOR:** Gloucester County
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Local System Support: Local Bridges)

MPO	Phase	Year
DVRPC	LCD	2026

Palisade Avenue, Bridge over Bergen County Branch (Abandoned)

DB#: 18306
UPC#: 183060

Bridge rehabilitation/replacement for Palisades Avenue, Bridge over Bergen CO Branch (Abandoned).

COUNTY: Hudson
MUNICIPALITY: Jersey City
MILEPOSTS: 0.16
STRUCTURE NO.: 0951165
LEGISLATIVE DISTRICT: 31 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Parkers Creek Bridge on Centerton Road

DB#: D2212
UPC#: 223150

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification. The Burlington County Bridge No. C4.13 Parkers Creek Bridge on Centerton Road bridge is a single span (38 feet), concrete arch widened with pre-stressed concrete voided slab beams. The Parkers Creek Bridge carries Centerton Road over the creek with 2 lanes of opposing traffic and approximately 3.5' shoulders on each side of the road. The bridge is individually historically eligible (source: NJDOT Historic Bridge Survey). Improvements are needed for this bridge due to the structure's age (over 100 years), structurally deficient status, scour critical status, and lack of original construction and foundation plans.

COUNTY: Burlington
MUNICIPALITY: Mount Laurel Twp, Moorestown Township
MILEPOSTS:
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 7 **SPONSOR:** Burlington County
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Local System Support: Local Bridges)

MPO	Phase	Year
DVRPC	LCD	2026

River View Drive (CR 640), Bridge over Totowa Spur (NS)

DB#: 22323
UPC#: 223230

River View Drive (CR 640), Bridge over Totowa Spur (NS). Bridge Replacement.

COUNTY: Passaic
MUNICIPALITY: Totowa Borough
MILEPOSTS: 1.79 - 1.79
STRUCTURE NO.: 165162
LEGISLATIVE DISTRICT: 40 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 30, Bridge Over Jonathan's Thorofare *DB#: 24388* *UPC#: 243880*

Existing bridge replacement.

COUNTY: Atlantic
MUNICIPALITY: Atlantic City
MILEPOSTS:
STRUCTURE NO.: 0103155
LEGISLATIVE DISTRICT: 2 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
SJTPO	CD	2026

South Main Street, Bridge over Washington Secondary (Conrail) *DB#: 21365* *UPC#: 213650*

South Main Street, Bridge over Washington Secondary (Conrail). Bridge rehabilitation/ Replacement.

COUNTY: Warren
MUNICIPALITY: Phillipsburg Town
MILEPOSTS: 0.43
STRUCTURE NO.: 2154160
LEGISLATIVE DISTRICT: 23 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

State Street (CR 611), Bridge Over Chemical Coast Branch (Conrail)

DB#: 22382
UPC#: 223820

Replacing the bridge will remove it from the structurally deficient and functionally obsolete categories.

COUNTY: Middlesex
MUNICIPALITY: Woodbridge
MILEPOSTS: 2.83
STRUCTURE NO.: 1250-160
LEGISLATIVE DISTRICT: 19 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Tremley Point Connector Road

DB#: 9324A
UPC#: 058050

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge that will cross the Rahway River, featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from Tremley Point in Linden to Industrial Highway in Carteret, which has access to NJ Turnpike Interchange 12.

COUNTY: Union, Middlesex
MUNICIPALITY: Linden City, Carteret Boro
MILEPOSTS: N/A
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 22, 19 **SPONSOR:** NJTA/Union County
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Local System Support: Economic Development)

MPO	Phase	Year
NJTPA	CD	2026

Route 1, North Street to 50th Street *DB#: 23411* *UPC#: 234110*

Safety improvements are needed at Route 1, North Street to Division Street

COUNTY: Hudson
MUNICIPALITY: Jersey City, North Bergen
MILEPOSTS: 56.20 - 58.42
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 31, 32 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Safety Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 1, Route 1B to CR 533 (Province Line Road/Quaker Bridge Road) *DB#: 23405* *UPC#: 234050*

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing

COUNTY: Mercer
MUNICIPALITY: Lawrence Township
MILEPOSTS: 5.39 - 7.94; 5.40 - 7.48
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 15 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Road Assets: Highway Resurfacing)

MPO	Phase	Year
DVRPC	CD	2026

Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue

DB#: 9240
UPC#: 960133

Initiated by the Bridge Management System, this project will replace the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

COUNTY: Bergen, Hudson
MUNICIPALITY: Fairview Boro, North Bergen Twp
MILEPOSTS: 60.56 - 61.10
STRUCTURE NO.: 0201150
LEGISLATIVE DISTRICT: 32 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 1&9T, Secaucus Road to Little Ferry

DB#: 97005E
UPC#: 078008

This project, formerly known as New Road Extension, is the proposed extension of New Road north of Secaucus Road to the CSX facility at Little Ferry and/or a connection to the NJ Turnpike. New Road extension will create a direct connection to Croxton Yard and its vicinity, thereby reducing port-generated truck traffic on the parallel section of Rt. 1 & 9. This will reduce congestion on Rt. 1 & 9, especially during peak hours.

COUNTY: Hudson
MUNICIPALITY: Jersey City
MILEPOSTS: N/A
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 31, 33 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Local System Support: Economic Development)

MPO	Phase	Year
NJTPA	CD	2026

Grand Avenue, Pedestrian Bridge over Route 4 *DB#: 22324* *UPC#: 223240*

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

COUNTY: Bergen
MUNICIPALITY: River Edge Borough
MILEPOSTS: 5.2
STRUCTURE NO.: 0206162
LEGISLATIVE DISTRICT: 36, 37 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 9, Longboat Av to Beachwood Blvd & Rt 166, Pennant Av to Beachwood Blvd *DB#: 15432* *UPC#: 154320*

This project will address congestion, safety, and operational deficiencies along Route 9.

COUNTY: Ocean
MUNICIPALITY: Beachwood Boro
MILEPOSTS: Rt 9: 89.62-90.08; Rt 166: 0.0-0.21
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 9 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 9, Mizzen Avenue and Washington Avenue, Intersection Improvements *DB#: 97080N* *UPC#: 068001*

The signalized Mizzen Avenue intersection is located very close to the unsignalized Washington Avenue intersection. These two intersections are attempting to operate as one. The geometry combined with the traffic volumes create severe delays at these intersections. A Town Center is proposed adjacent to this location.

COUNTY: Ocean
MUNICIPALITY: Pine Beach Boro, Berkeley Twp
MILEPOSTS: 89.41 - 89.44
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 9 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 9, Taylors Mills Road Intersection *DB#: 23341* *UPC#: 233410*

Limited storage length for motorists traveling on Route 9 ramps to Taylors Mill Road in Manalapan Township. During peak periods, there are high amounts of roadway congestion in the area due to traffic on the ramp backing up onto the highway.

COUNTY: Monmouth
MUNICIPALITY: Manalapan Twp
MILEPOSTS: 117.45
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 12 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 9W, Palisades Avenue to New York State Line *DB#: 11406* *UPC#: 114060*

Identified by the Route 9W Assessment for Bicycle and Pedestrian Needs, the limited ability of this roadway to accommodate bicycle traffic and pedestrian crossings at NJ Transit bus stops was identified as a safety deficiency. Bicycle and pedestrian compatibility signing, striping, and drainage grate improvements will be implemented to address these safety issues.

COUNTY: Bergen
MUNICIPALITY: Englewood Cliffs Boro, Alpine Boro, Tenafly Boro
MILEPOSTS: 2.19 - 11.17
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 37 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Bicycle/Pedestrian Safety)

MPO	Phase	Year
NJTPA	CD	2026

Route 10, EB widening from Route 202 to Route 53 *DB#: 12303* *UPC#: 123030*

This project will provide improvements to address congestion and safety issues, including the possible widening Route 10 Eastbound.

COUNTY: Morris
MUNICIPALITY: Morris Plains Boro
MILEPOSTS: 10.7-11.3
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 26 **SPONSOR:**
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Congestion Relief: Major Capacity Increase)

MPO	Phase	Year
NJTPA	CD	2026

Route 21, Newark Needs Analysis, Murray Street to Edison Place *DB#: 99381* *UPC#: 993810*

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

COUNTY: Essex
MUNICIPALITY: Newark City
MILEPOSTS: 1.20 - 2.25
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 29 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 22, Sustainable Corridor Long-term Improvements *DB#: 03318* *UPC#: 033180*

This project will investigate long-term improvements between Rt. 202/206 and Chimney Rock Road. Proposed improvements should address the high accident rates as well as eliminate congestion in this area. A full alternatives analysis is to be undertaken by Somerset County in order to fully determine the needs and the most cost-effective solution.

The following special Federal appropriation was allocated to this project. FY 08 Omnibus Appropriations Bill, $4,000,000, ID# NJ 288, NJ 109, NJ 284, NJ 227, NJ 166, (See also DB 03319).

COUNTY: Somerset
MUNICIPALITY: Bridgewater Twp
MILEPOSTS: 33.88 - 37.14
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 23 **SPONSOR:** Somerset County
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 22, Exxon Access Road to Station Road (CR 679) *DB#: 19364* *UPC#: 193640*

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

COUNTY: Hunterdon, Somerset
MUNICIPALITY: Clinton Twp, Lebanon Boro, Readington Twp, Branchburg Twp
MILEPOSTS: 19.90 - 30.67
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 16, 23 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Safety Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 23 NB, Bridges over NYS&W RR *DB#: 14439A* *UPC#: 248010*

Bridge replacement.

COUNTY: Passaic
MUNICIPALITY: West Milford Twp
MILEPOSTS: 24.18-24.58
STRUCTURE NO.: 1605164
LEGISLATIVE DISTRICT: 26 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Deck Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 23, Bridge Over Mill Brook *DB#: 22376* *UPC#: 223760*

Route 23, Bridge Over Mill Brook is structurally deficient bridge and need rehabilitation.

COUNTY: Sussex
MUNICIPALITY: Montague Township
MILEPOSTS: 52.52
STRUCTURE NO.: 190-5161
LEGISLATIVE DISTRICT: 24 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 23, Maddak Road to Jackson Avenue (CR 680) & Route 202, Route 23 to Route 23 *DB#: 24367* *UPC#: 243670*

This project has been identified as having a high benefit/cost ratio making it an ideal candidate for pavement resurfacing.

COUNTY: Passaic, Morris
MUNICIPALITY: Wayne Twp, Pequannock Twp
MILEPOSTS: 6.6 - 10.95
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 26, 40 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Road Assets: Highway Resurfacing)

MPO	Phase	Year
NJTPA	CD	2026

Route 27, Eighth Avenue to Brookhill Avenue *DB#: 19311* *UPC#: 193110*

The purpose of the project is to increase safety for all roadway users, including pedestrians, bicyclists and motorists by reducing the number of lanes from 4 to 2 and adding bicycle lanes on each side of the roadway. Sidewalks and ADA compliant ramps will be reconstructed/added throughout the limits of this project.

COUNTY: Middlesex
MUNICIPALITY: Highland Park Boro
MILEPOSTS: 17.58-18.04
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 18 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Safety Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 27, Harrison Street to Park Avenue (CR 616) *DB#: 24396* *UPC#: 243960*

Improvement of safety for all users, with a particular emphasis on pedestrians and bicyclists, along Route 27, Harrison Street to Park Avenue (CR 616)

COUNTY: Union
MUNICIPALITY: Rahway City, Linden City, Roselle Boro
MILEPOSTS: 29.00-32.55
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 22, 20 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Bicycle/Pedestrian Safety)

MPO	Phase	Year
NJTPA	CD	2026

Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)

DB#: 24349
UPC#: 243490

Safety improvements are needed at Route 28, Grove Street to Magie Avenue - Orchard Street (CR 618)

COUNTY: Union
MUNICIPALITY: Roselle Park Borough, Elizabeth City
MILEPOSTS: 23.28 - 26.22
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 21 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Safety Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 33 and Route 34 Intersection

DB#: 22363
UPC#: 223630

The purpose of the project is to improve safety and address traffic operational and capacity issues at the Route 33 and Route 34 Intersection. The intersection ranks high on the NJDOT Safety, Congestion and Freight Management Systems. As cited in the Problem Statement from the Bureau of Traffic Engineering, a complete redesign at this location will improve the overall traffic operation in the area while also providing a reduction in motorist accidents.

COUNTY: Monmouth
MUNICIPALITY: Howell Twp
MILEPOSTS: 34.77
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 30 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Safety Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 35, Bridge over Edgar Felix Bicycle Path *DB#: 17394* *UPC#: 173940*

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1932. This project includes paving, drainage, roadway and bridge items as well as other roadway safety items.

COUNTY: Monmouth
MUNICIPALITY: Wall Twp
MILEPOSTS: 16.9-17.1
STRUCTURE NO.: 1310153
LEGISLATIVE DISTRICT: 11 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 35, CR 18 (Belmar Ave/16th Ave) to Route 71/8th Avenue *DB#: 17402* *UPC#: 174020*

This project includes installing tide controls at the L Street and K Street outfalls and closing the curb along the Marina Driveway to the existing bulkhead. It also includes intersection and pedestrian safety improvements along Route 35 between CR 18 (Belmar Avenue / 16th Avenue) and Route 71 (8th Avenue). Anticipated improvements are; ADA compliant curb ramps and pushbuttons, countdown pedestrian signal heads, high visibility crosswalks, 12-inch LED signal heads, backplates with reflectorized borders, optimized traffic signal timings and offsets, construction of a median island along the Northbound approach of Route 35 to Pine Tree Way, installation of rectangular rapid flashing beacons (RRFB) across the Northbound approach of Route 35, installation of new traffic signals as needed, and clearing vegetation within the median to improve stopping sight distance.

COUNTY: Monmouth
MUNICIPALITY: Belmar Boro
MILEPOSTS: 20.48 - 21.41
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 30 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Safety Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 35, Bridge over Route 71 (Union Avenue) *DB#: 24329* *UPC#: 243290*

Existing bridge replacement.

COUNTY: Monmouth
MUNICIPALITY: Brielle Borough
MILEPOSTS: 15.12
STRUCTURE NO.: 1310151
LEGISLATIVE DISTRICT: 30 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 35, Bridge over Wills Hole Manasquan River *DB#: 24390* *UPC#: 243900*

It is a bridge replacement project.

COUNTY: Ocean
MUNICIPALITY: Point Pleasant Beach Boro
MILEPOSTS: 14.35 - 14.35
STRUCTURE NO.: 1506151
LEGISLATIVE DISTRICT: 10 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 35, Woodland Avenue to CR 516 (Cherry Tree Farm Road) *DB#: 15388* *UPC#: 153880*

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

COUNTY: Monmouth
MUNICIPALITY: Neptune City Boro, Neptune Twp, Middleton Twp
MILEPOSTS: 22.67-39.4
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 11, 13 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Road Assets: Highway Resurfacing)

MPO	Phase	Year
NJTPA	CD	2026

Route 38,Cooperlanding Road/Coles Avenue(CR 627) and Church Road (CR 616) intersection *DB#: 23346* *UPC#: 233460*

Safety improvements are needed at Route 38, Cooperlanding Road/Coles Avenue (CR 627) and Church Road (CR 616) intersection.

COUNTY: Camden
MUNICIPALITY: Cherry Hill Township
MILEPOSTS: 3.86
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 6 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Safety Improvements)

MPO	Phase	Year
DVRPC	CD	2026

Route 40/50, Bridge over Great Egg Harbor River *DB#: 23307* *UPC#: 233070*

Existing bridge be rehabilitated or replaced.

COUNTY:
MUNICIPALITY:
MILEPOSTS: 46.79-46.79
STRUCTURE NO.: 0107-151
LEGISLATIVE DISTRICT: 2 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
SJTPO	CD	2026

Route 45, Bridge over Branch of Mantua Creek *DB#: 19312* *UPC#: 193120*

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

COUNTY: Gloucester
MUNICIPALITY: Mantua Twp
MILEPOSTS: 22.27-22.27
STRUCTURE NO.: 0809151
LEGISLATIVE DISTRICT: 5 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
DVRPC	CD	2026

Route 46, Bridge over Erie-Lackawanna Railroad ***DB#: 16348*** ***UPC#: 163480***

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1936.

COUNTY: Bergen
MUNICIPALITY: Saddle Brook Twp
MILEPOSTS: 65.4
STRUCTURE NO.: 0220154
LEGISLATIVE DISTRICT: 38 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 46, Bridges over Route 17 ***DB#: 14418*** ***UPC#: 144180***

Initiated by the Bridge Management System, this project will replace the bridges, built in the 1930s.

COUNTY: Bergen
MUNICIPALITY: Hasbrouck Heights Boro
MILEPOSTS: 68.01 - 68.11
STRUCTURE NO.: 0221151, 0221152, 0213150
LEGISLATIVE DISTRICT: 38 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 46, Bridge over Hudson Branch (Abandoned)

DB#: 24370
UPC#: 243700

The bridge is structurally deficient due to the poor superstructure and deck rating.

COUNTY: Warren
MUNICIPALITY: Independence Twp
MILEPOSTS: 16.56 - 16.56
STRUCTURE NO.: 2108155
LEGISLATIVE DISTRICT: 24 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 46, Collins Avenue to Frederick Street

DB#: 23412
UPC#: 234120

Safety improvements are needed at Route 46, Collins Avenue to Frederick Street.

COUNTY: Bergen
MUNICIPALITY: Hasbrouck Heights, Teterboro, Little Ferry, South Hackensack
MILEPOSTS: 67.80 - 69.80
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 36, 38 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Bicycle/Pedestrian Safety)

MPO	Phase	Year
NJTPA	CD	2026

Route 46, Two Bridge Road/Passaic Avenue (CR 613) to Route 23 *DB#: 24375* *UPC#: 243750*

Flooding within travel lanes makes roadways unsafe for motorists. Frequent flooding in this section of the roadway necessitates emergency lane closures.

COUNTY: Passaic, Essex
MUNICIPALITY: Wayne Twp, Fairfield Twp
MILEPOSTS: 54.99 - 56.17
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 40 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Road Assets: Drainage)

MPO	Phase	Year
NJTPA	CD	2026

Route 49, Bridge over Mill Creek *DB#: 24304* *UPC#: 243040*

Existing bridge replacement

COUNTY: Cape May
MUNICIPALITY: Upper Township
MILEPOSTS: 52.56-52.56
STRUCTURE NO.: 0509-150
LEGISLATIVE DISTRICT: 1 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
SJTPO	CD	2026

Route 54, Bridge over Penny Pot Stream *DB#: 20348* *UPC#: 203480*

This project will provide for the Bridge rehabilitation/ Replacement. Route 54, Bridge over Penny Pot Stream

COUNTY: Atlantic
MUNICIPALITY: Folsom Boro
MILEPOSTS: 8.11 - 8.11
STRUCTURE NO.: 0114159
LEGISLATIVE DISTRICT: 02 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
SJTPO	CD	2026

Route 55 NB & SB, Bridge over Oak Road (CR 681) *DB#: 23353* *UPC#: 233530*

Existing bridge be rehabilitated.

COUNTY: Cumberland
MUNICIPALITY: Vineland City
MILEPOSTS: 33.83
STRUCTURE NO.: 0610162, 0610163
LEGISLATIVE DISTRICT: 1 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
SJTPO	CD	2026

Route 55 NB & SB, Bridges over Route 49 *DB#: 17304* *UPC#: 173040*

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

COUNTY: Cumberland
MUNICIPALITY: Millville City
MILEPOSTS: 24.59
STRUCTURE NO.: 0609156
LEGISLATIVE DISTRICT: 1 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
SJTPO	CD	2026

Route 57/182/46, Hackettstown Mobility Improvements *DB#: 9237* *UPC#: 950409*

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

COUNTY: Warren, Morris
MUNICIPALITY: Hackettstown Town, Washington Twp
MILEPOSTS: 0 - 0.96
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 23, 25 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 78 Ramp 3 over Route 78 Ramps 2 & 6, Ramp 4 *DB#: 17314* *UPC#: 173140*

Bridge Deck/Superstructure Replacement

COUNTY: Essex
MUNICIPALITY: Newark City
MILEPOSTS: 58.03
STRUCTURE NO.: 0725162, 0725-161, 0725-169
LEGISLATIVE DISTRICT: 28, 29 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 78 WB, Bridge over Quarry Road *DB#: 17334* *UPC#: 173340*

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

COUNTY: Union
MUNICIPALITY: Springfield Twp
MILEPOSTS: 48.4-48.7
STRUCTURE NO.: 2010161
LEGISLATIVE DISTRICT: 21 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 93 and CR 501 (W Central Boulevard) intersection *DB#: 23365* *UPC#: 233650*

Safety improvements are needed at Route 93 and CR 501 (W Central Boulevard) intersection.

COUNTY: Bergen
MUNICIPALITY: Palisades Park Borough
MILEPOSTS: 1.16
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 6 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Safety Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 130, Beacon Avenue to Westfield Avenue (CR610) *DB#: 24324* *UPC#: 243240*

Safety improvements are needed at Route 130, Beacon Avenue to Westfield Avenue (CR610).

COUNTY: Camden
MUNICIPALITY: City of Camden, Pennsauken Township
MILEPOSTS: 31.07-33.94
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 5, 6 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Bicycle/Pedestrian Safety)

MPO	Phase	Year
DVRPC	CD	2026

Route 130, Bridge over CR 522(Ridge Road) & Route 130, Bridge over Conrail Jamesburg Branch *DB#: 24400* *UPC#: 244000*

Both the bridge replacement needed because of structure is structurally deficient due to the poor condition rating of the deck and substructure for both bridges.

COUNTY: Middlesex
MUNICIPALITY: South Brunswick Twp
MILEPOSTS: 75.56
STRUCTURE NO.: 1227155, 1227156
LEGISLATIVE DISTRICT: 16 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 130, Bridge over Pompeston Creek *DB#: 22375* *UPC#: 223750*

Route 130, Bridge Over Pompeston Creek is structurally deficient bridge and need complete replacement.

COUNTY: Burlington
MUNICIPALITY: Cinnaminson Twp
MILEPOSTS: 37.84
STRUCTURE NO.: 0316-150
LEGISLATIVE DISTRICT: 7 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
DVRPC	CD	2026

Route 130, Woodlane Road/Levitt Parkway (CR 629) intersection *DB#: 23397* *UPC#: 233970*

Safety improvements are needed at the intersection of Route 130, Woodlane Road/Levitt Parkway (CR 629).

COUNTY: Burlington
MUNICIPALITY: Edgewater Park Township, Willingboro Township
MILEPOSTS: 43.61
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 7, 32, 3 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Safety (Safety Management: Safety Improvements)

MPO	Phase	Year
DVRPC	CD	2026

Route 202/206 and Route 22 Interchange, Peters Brook to Commons Way *DB#: 02372* *UPC#: 023720*

This project will provide operational and safety improvements to the Rt. 202/206/22 Interchange complex from North Thomson St. to Commons Way. The improvements will focus on reducing the congestion and weaving problems that occur in the vicinity of Rt. 202/206 and Rt. 22 interchange.

COUNTY: Somerset
MUNICIPALITY: Bridgewater Twp
MILEPOSTS: Rt. 202/206: 24.86-25.50; Rt. 22: 33.88
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 23 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 206 NB & SB, Bridges over Crosswicks Creek

DB#: 20336
UPC#: 203360

Route 206 NB & SB, Bridges over Crosswicks Creek. Bridge rehabilitation/ Replacement

COUNTY: Burlington
MUNICIPALITY: Bordentown Twp
MILEPOSTS: 38.46 NB - 38.46 NB
STRUCTURE NO.: 0326152, 0326153
LEGISLATIVE DISTRICT: 7 **SPONSOR:** DVRPC
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
DVRPC	CD	2026

Route 208, Bergen County Drainage Improvements

DB#: 11381
UPC#: 113810

Initiated by the Drainage Management System (DMS), this project will address drainage issues within the project limits, including three locations ranked 5, 11 and 37 by the DMS.

COUNTY: Bergen
MUNICIPALITY: Wyckoff Twp, Franklin Lakes Boro
MILEPOSTS: 5.3 - 8.5
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 40 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Road Assets: Drainage)

MPO	Phase	Year
NJTPA	CD	2026

Route 287 NB Bridge over Route 202/206 *DB#: 22368* *UPC#: 223680*

This bridge has sagging superstructure breams so it needs deck and super structure replacement.

COUNTY: Somerset
MUNICIPALITY: Bedminster
MILEPOSTS: 22.21
STRUCTURE NO.: 1815-154
LEGISLATIVE DISTRICT: 23 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
NJTPA	CD	2026

Route 287, River Road (CR 622), Interchange Improvements *DB#: 9169R* *UPC#: 078015*

This project is to make operational improvements to the on-ramp from River Road to reduce the number of vehicles in queue entering the interstate and weaving conditions.

COUNTY: Middlesex
MUNICIPALITY: Piscataway Twp
MILEPOSTS: 9.8 - 10.2
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 17 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Year
NJTPA	CD	2026

Route 287, Route 95 to Durham Avenue *DB#: 24365* *UPC#: 243650*

Flooding within travel lanes makes roadway unsafe for motorists. Guide rail and berm area needs upgrading to current standards according to the Roadway Design Manual.

COUNTY: Middlesex
MUNICIPALITY: Edison Twp
MILEPOSTS: 0.00 - 3.20
STRUCTURE NO.:
LEGISLATIVE DISTRICT: 18 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Road Assets: Drainage)

MPO	Phase	Year
NJTPA	CD	2026

Route 322, Bridge over Conrail (Pennsgrove Secondary) *DB#: 24330* *UPC#: 243300*

Existing bridge replacement.

COUNTY: Gloucester
MUNICIPALITY: Logan Township
MILEPOSTS: 2.45
STRUCTURE NO.: 0824150
LEGISLATIVE DISTRICT: 3 **SPONSOR:** NJDOT
ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Year
DVRPC	CD	2026

Appendix C

Acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding

THIS SECTION IS INTENTIONALLY LEFT BLANK UNTIL DVRPC BOARD ADOPTION AND PRINTING OF THE FINAL DOCUMENT

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Appendix D

Memorandum of Understanding on Procedures to Amend and Modify the TIP

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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MEMORANDUM OF UNDERSTANDING

Statewide Procedures for TIP/STIP Revisions

Among the

Delaware Valley Regional Planning Commission, North Jersey Transportation Planning Authority, South Jersey Transportation Planning Organization, New Jersey Transit Corporation, and New Jersey Department of Transportation

PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

DEFINITIONS

For the purposes of this MOU the following meanings will apply:

Advance Construction – A technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an Advance Construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project.

e-STIP[1] – A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

Fiscal Constraint – A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Flexing Funds – The transfer of federal funds between the federal highway and transit programs (i.e., from Title 23 of the highway program to transit projects and from Title 49 of the transit program to highway projects) pursuant to the provisions of the Intermodal

1 Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP is capable of processing such actions in a manner acceptable to FTA Region 2.

Surface Transportation Efficiency Act of 1991 (ISTEA) and subsequent Transportation Equity Act for the 21st Century (TEA-21).

Interagency Consultation Group (ICG) – A group of stakeholders consisting of state and federal agency representatives empowered to guide the transportation conformity process, review and approve the conformity demonstration's assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation—including both the FHWA and the Federal Transit Administration (FTA)—the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection, the NJDOT, NJ TRANSIT, and an MPO. This group works cooperatively to insure the MPO's conformity demonstrations and processes are following federal guidance and meeting federal requirements.

Memorandum of Understanding (MOU) – An official agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

Metropolitan Planning Organization (MPO) – A federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region's current and future needs.

Program Line Item – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

Project – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

Project Sponsor – The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

Regional Transportation Plan – A federally mandated long-range transportation plan prepared by an MPO for its region.

Statewide Transportation Improvement Program (STIP) – A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Sub-region – The jurisdictions that comprise an MPO.

Transportation Improvement Program (TIP) – A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

Unobligated Prior Year Balance – The portion of the funds authorized by a federal agency that has not been obligated by the grantee and is determined by deducting the cumulative obligations from the cumulative funds authorized.

AGREEMENT

In adopting a TIP, the parties to this MOU (DVRPC, NJTPA, SJTPO, the NJDOT, and NJ TRANSIT) agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to the FHWA and the FTA for joint approval. The approved STIP serves as the reference document required under federal regulations (23 CFR § 450.216) for use by the FHWA and the FTA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 CFR § 450.326 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 CFR Part 450 and 49 CFR Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.

A. AMENDMENTS

The parties agree that a TIP/STIP amendment shall be required under the following circumstances. There are two classes of amendments:

1. Major Amendment

Any TIP/STIP action which affects air quality conformity and would require a new regional conformity determination is a Major Amendment. This type of amendment requires the approval of the FHWA and the FTA. The MPO, in consultation with the ICG as necessary, will determine if the change to or addition of a project would:

a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127) (unless it is deemed "Not Regionally Significant (NRS)" or can be subject to a project level analysis that would not change the conformity finding);

b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127); or

c) Change the project completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.

2. Minor Amendment

Any TIP/STIP amendment which does not affect air quality conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. A Minor Amendment, like a Major Amendment, requires the approval of the FHWA and the FTA. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances;

b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP;

c) When there is an addition of a development phase to a project that results in moving all major phases of work (e.g., Construction and Right-of-Way for the NJDOT) out of the TIP/STIP;

d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds;

e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT; or

f) When any phase of work of a project has a cost increase of more than $15,000,000.

If none of these conditions exist, and the action does not affect conformity, then the change qualifies as a Modification and section B applies.

3. Procedures

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary technical and policy level approvals. The Project Sponsor shall provide documentation with a clear explanation justifying the amendment. The Project Sponsor shall also provide the necessary project data required for the TIP/STIP listing including the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination, if required.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/State Implementation Plan (SIP) conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 CFR Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS. The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, the NJDOT shall forward the conformity determination for its projects to the FHWA and the FTA and apply for a joint conformity finding to be made by the FHWA and the FTA after consultation with the USEPA. Following FHWA/FTA approval, the NJDOT will notify the MPO of the approval. NJ TRANSIT shall follow the same procedures for its projects and programs.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as

delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to the NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for review and approval. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for review and approval.

B. MODIFICATIONS

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications (of which there are three classes as defined below).

1. Modifications Not Requiring Further MPO Action Beyond This MOU *(Informational Modifications)*

The parties agree that changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount less than or equal to $500,000.

b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount less than or equal to $1,000,000.

c) When the cost of a Construction phase of work of a project increases by an amount less than or equal to $5,000,000.

d) When the cost of a Program Line Item increases by an amount less than or equal to $5,000,000.

e) When there is additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to $250,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered

during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.

f) When either the NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project

g) When the NJDOT and NJ TRANSIT modify and use statewide Program Line Item funds throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).

h) When the Project Sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP, provided the federal funding is shown for the project in the TIP/STIP.

i) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).

2. Modifications That May Be Approved by Administrative Action (*Administrative Modifications*)

The parties agree that, under the following circumstances, changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected sub-regions may approve the action administratively.

a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount more than $500,000 but less than or equal to $1,000,000.

b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount more than $1,000,000 but less than or equal to $4,000,000.

c) When the cost of a Construction phase of work of a project increases by an amount more than $5,000,000 but less than or equal to $7,500,000.

d) When the cost of a Program Line Item increases by an amount more than $5,000,000 but less than or equal to $10,000,000.

e) When a phase of work of a project is moved among the constrained years of the TIP/STIP.

f) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).

g) When the Project Sponsor chooses to apply federal Advance Construction procedures to a project listed in the current year of the TIP/STIP for which federal funding has not been provided in any future year.

h) When changing a federally funded, NRS project to non-federal funding.

i) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
    1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
    2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
    3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.

j) When federal unobligated prior year balances are added to a federally-funded project or program.

k) When other modifications, not defined in this sub-section, are identified as an administrative action.

l) When the Executive Director of the MPO determines that administrative action is appropriate.

3. Modifications Requiring Committee Action *(Committee Modifications)*

The parties agree that the following circumstances require action by the MPO at the Committee level. Additionally the Executive Director of the MPO can determine at any time that Board action is necessary.

a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by more than $1,000,000.

b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by more than $4,000,000.

c) When the cost of a Construction phase of work of a project increases by more than $7,500,000 but not more than $15,000,000.

d) When the cost of a Program Line Item increases by more than $10,000,000.

e) When breaking out a new Project from the MPO's Local CMAQ Initiatives Line Item. The act of flexing those CMAQ funds to FTA for breakout Projects from the Local CMAQ Initiatives Line Item and listing them in the transit program does not require processing of an additional Project action.

f) When the Executive Director of the MPO determines that Committee action is appropriate.

4. Procedures

TIP/STIP modifications shall be processed via e-STIP with a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for concurrence. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for concurrence.

C. FISCAL CONSTRAINT BANK

The federal statewide and metropolitan planning rules (23 CFR Part 450 and 49 CFR Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a "Fiscal Constraint Bank" for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

1. Addition of Funds

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.

b) Excess funds available from low bids or awards on current projects.

c) Deletions of projects from the current four-year TIP/STIP.

d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.

e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.

f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

2. Procedures

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A., B.2., or B.3.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (as per section A.) or modifications (as per section B.2. or B.3.), the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply these same procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.

D. PUBLIC PARTICIPATION

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. The NJDOT shall provide access to public participation by linking to the MPO's website sites via e-STIP. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

E. PROJECT REPORTING

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be the NJDOT's responsibility to keep the information in the PRS current. It will be the responsibility of the MPOs to reformat the data into reports they deem usable.

The NJDOT Division of Capital Program Management will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include local elected officials and staff, MPO staff, NJDOT and/or NJ TRANSIT project management staff, capital programming staff, and NJDOT and/or NJ TRANSIT liaison staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and shall supplement information provided to the MPO in the reporting requirements enumerated above.

The NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. The NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.

F. DISPUTE RESOLUTION

Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) days after meeting, or may mutually agree to extend the time for resolution.

We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).

9/27/12

Barry Seymour, Executive Director — Date
Delaware Valley Regional Planning Commission

9/26/12

Honorable Matthew Holt, Chairman — Date
North Jersey Transportation Planning Authority

10-1-2012

Honorable Frank Sutton, Chairman — Date
South Jersey Transportation Planning Organization

10-9-2012

James Weinstein, Executive Director — Date
New Jersey Transit Corporation

10/24/12

Honorable James S. Simpson, Commissioner — Date
New Jersey Department of Transportation

Attest (Witness) AFFIX SEAL

JACQUELINE TRAUSI
SECRETARY
NEW JERSEY
DEPARTMENT OF TRANSPORTATION

October 24, 2012

Appendix E

DVRPC Local Program

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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DVRPC LOCAL PROGRAM BY COUNTY

Monday, June 16, 2025

Burlington

PHASE	FUND	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY26-29	FY24-35
D0302	**Burlington County Roadway Safety Improvements**														
EC	STBGP-PHILA			1.000		1.000		1.000		1.000		1.000		2.000	5.000
D1510	**Burlington County Bus Purchase**														
EC	CMAQ			0.268		0.268		0.344		0.268		0.268		0.536	1.416
D1601	**New Jersey Regional Signal Retiming Initiative**														
PLS	CMAQ			0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	1.400	3.500
PLS	STBGP-PHILA			0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.120	0.300
D2018	**Bridge No. C4.13 over Parkers Creek on Centerton Road**														
CON	STBGP-PHILA								8.332					0.000	8.332
DES	STBGP-PHILA			0.600										0.600	0.600
D2202	**CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement**														
CON	STBGP-PHILA							4.434						0.000	4.434
DES	STBGP-PHILA				0.721									0.721	0.721
D2207	**Rancocas Creek Greenway, Rainbow Meadow Park (Circuit)**														
CON	STBGP-PHILA				0.435	2.800	2.800							6.035	6.035
D2402	**Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and trail linkages**														
CON	STBGP-PHILA										12.268	8.000		0.000	20.268
DES	STBGP-PHILA							2.531						0.000	2.531
PE	STBGP-PHILA				0.500									0.500	0.500
ROW	STBGP-PHILA								0.896					0.000	0.896
D2502	**ATMS Expansion & Upgrade Project**														
CON	STBGP-PHILA				1.141	0.378	3.398							4.917	4.917
D2503	**Taunton Lake Road (CR 544) Widening**														
CON	STBGP-PHILA						0.847	4.142	2.549	5.290	0.450			0.847	13.277

Camden

PHASE	FUND	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY26-29	FY24-35
D0410	**Camden County Roadway Safety Improvements**														
CON	STBGP-PHILA			1.000		0.700		0.700		0.700		0.700		*1.700*	*3.800*
PE	STBGP-PHILA				0.300		0.300		0.300		0.300		0.300	*0.600*	*1.500*
D0601	**Camden County Bus Purchase**														
EC	CMAQ			0.876		0.876		0.876		0.876		0.876		*1.752*	*4.380*
D1709	**Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)**														
CON	STBGP-PHILA			11.100	2.700									*13.800*	*13.800*
D2021	**New or Upgraded Traffic Signal Systems at Intersections, Phase 2**														
CON	STBGP-PHILA									3.014				*0.000*	*3.014*
DES	STBGP-PHILA			0.200										*0.200*	*0.200*
D2022	**New or Upgraded Traffic Signal Systems at Intersections, Phase 3**														
CON	STBGP-PHILA									3.940				*0.000*	*3.940*
DES	STBGP-PHILA					0.250								*0.250*	*0.250*
D2203	**CR 551 (Broadway) Elevation, Little Timber Creek to Route 130**														
CON	STBGP-PHILA						2.400							*2.400*	*2.400*
DES	STBGP-PHILA				0.400									*0.400*	*0.400*
D2204	**Erial Rd and College Drive Intersection**														
CON	STBGP-PHILA					2.000	2.300							*4.300*	*4.300*
DES	STBGP-PHILA				0.400									*0.400*	*0.400*
D2213	**CR 670 (Burnt Mill Rd) and CR 673 (White Horse Rd) Intersection Improvements**														
CON	STBGP-PHILA					1.800								*1.800*	*1.800*
DES	STBGP-PHILA				0.400									*0.400*	*0.400*
D2403	**Camden County LINK Trail**														
CON	LOCAL-DVRPC			2.539	7.145	1.535								*11.220*	*11.220*
CON	RAISE-DVRPC			4.300	12.100	2.600								*19.000*	*19.000*
D2404	**Camden White Horse Bridge/PATCO**														
CON	STBGP-PHILA								2.360	2.140	2.000	8.000		*0.000*	*14.500*
ROW	STBGP-PHILA						0.600							*0.600*	*0.600*
D2501	**Chews Landing Road (CR-683) Roadway Improvements**														

Camden

PHASE	FUND	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY26-29	FY24-35
CON	STBGP-PHILA												7.000	0.000	7.000
DES	STBGP-PHILA									1.000				0.000	1.000
PE	STBGP-PHILA								1.000					0.000	1.000
ROW	STBGP-PHILA											0.500		0.000	0.500
UTI	STBGP-PHILA										0.500			0.000	0.500

Gloucester

PHASE	FUND	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY26-29	FY24-35
D0401	**Gloucester County Roadway Safety Improvements**														
EC	STBGP-PHILA				1.000		1.000		1.000		1.000		1.000	2.000	5.000
D2017	**CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)**														
CON	STBGP-PHILA					5.990	3.480							9.470	9.470
DES	STBGP-PHILA			0.500										0.500	0.500
ROW	STBGP-PHILA			0.100										0.100	0.100
D2500	**Intersection Improvements to Paulsboro Road (CR 653) and Repaupo Station Road/Asbury Station Road (CR 684)**														
CON	STBGP-PHILA									2.500				0.000	2.500
DES	STBGP-PHILA					0.350								0.350	0.350
PE	STBGP-PHILA			0.400										0.400	0.400
ROW	STBGP-PHILA							0.100						0.000	0.100
D2504	**Intersection Improvements to Clayton Road (CR610) and Franklinville Road/Corkery Lane (CR 612)**														
CON	STBGP-PHILA				2.700	2.436								5.136	5.136
D2505	**Bridgeton Pike (SR 45) and Berkley Road Mantua Boulevard (CR 632) Intersection Improvements**														
CON	STBGP-PHILA				1.469									1.469	1.469
D9807	**Gloucester County Bus Purchase**														
CON	CMAQ			0.162		0.162		0.162		0.162		0.162		0.324	0.810

Mercer

PHASE	FUND	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY26-29	FY24-35
D1011	**Mercer County Bus Purchase**														
EC	CMAQ			0.842		0.842		0.842		0.842		0.842		1.684	4.210
D1710	**Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek**														

Mercer

PHASE	FUND	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY26-29	FY24-35
CON	BIP-DVRPC			47.000										47.000	47.000
CON	OTHER-DVRPC			14.600										14.600	14.600
D2014	**CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave**														
CON	STBGP-TRENTON				3.054	1.042	1.000	2.741	5.215	6.034	6.154			5.096	25.240
D2023	**Circulation Improvements Around Trenton Transit Center**														
CON	STBGP-TRENTON						5.886							5.886	5.886
DES	STBGP-TRENTON					0.600								0.600	0.600
L064	**Route 206, South Broad Street Bridge over Assunpink Creek**														
CON	STBGP-TRENTON			7.033	4.119	4.113								15.265	15.265

Various

PHASE	FUND	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY26-29	FY24-35
01300	**Transportation Systems Management and Operations (TSMO)**														
EC	STBGP-PHILA			0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.664	1.660
04314	**Local Safety/ High Risk Rural Roads Program**														
ERC	HSIP			3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	12.000	30.000
06326	**Local Concept Development Support**														
PLS	STBGP-PHILA			0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	2.800	7.000
10347	**Local Aid Consultant Services**														
EC	STBGP-PHILA				0.200		0.200		0.200		0.200		0.200	0.400	1.000
11383	**Transportation Management Associations**														
EC	STBGP-PHILA			2.300	2.300	2.300	2.300	2.300	2.300	2.300	2.300	2.300	2.300	9.200	23.000
D0204	**Transportation and Community Development Initiative (TCDI) DVRPC**														
EC	STBGP-PHILA				0.600		0.600		0.600		0.600		0.600	1.200	3.000
D026	**DVRPC, Future Projects**														
ERC	STBGP-PHILA									0.016	2.905	2.043	12.149	0.000	17.112
ERC	STBGP-TRENTON					1.562	0.577	4.871	2.550	1.886	1.924	8.240	8.405	2.139	30.014
D0407	**Ozone Action Program in New Jersey**														
EC	CMAQ			0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.160	0.400

Various

PHASE	FUND	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY26-29	FY24-35
D2004	**Transportation Operations**														
PLS	STBGP-PHILA			**0.130**	**0.130**	**0.130**	**0.130**	0.130	0.130	0.130	0.130	0.130	0.130	***0.520***	***1.300***
D2005	**Regional Transportation Demand Management (TDM) Program**														
PLS	CMAQ			**0.100**		**0.100**		0.100		0.100		0.100		***0.200***	***0.500***
PLS	STBGP-PHILA			**0.175**	**0.050**	**0.175**	**0.050**	0.175	0.050	0.175	0.050	0.175	0.050	***0.450***	***1.125***
D2305	**DVRPC Carbon Reduction Program**														
ERC	CR-PHILA			**2.619**	**2.671**	**2.724**	**2.779**	2.835	2.891	2.949	3.008	3.068	3.130	***10.793***	***28.674***
ERC	CR-TRENTON			**0.833**	**0.850**	**0.867**	**0.884**	0.902	0.920	0.938	0.957	0.976	0.995	***3.433***	***9.120***
X065	**Local CMAQ Initiatives**														
EC	CMAQ			**1.762**	**1.610**	**1.762**	**1.610**	1.686	1.610	1.762	1.610	1.762	1.610	***6.744***	***16.784***
X30A	**Metropolitan Planning**														
PLS	PL			**3.205**	**3.270**	**3.335**	**3.402**	3.470	3.539	3.610	3.682	3.756	3.831	***13.212***	***35.100***
PLS	PL-FTA			**1.384**	**1.411**	**1.439**	**1.466**	1.494	1.521	1.549	1.577	1.608	1.641	***5.700***	***15.090***
PLS	STBGP-PHILA			**2.163**	**1.800**	**1.800**	**2.163**	1.800	1.800	1.800	1.800	2.163	1.800	***7.926***	***19.089***

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Appendix F

Title VI and Community Impact Analysis

DELAWARE VALLEY
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REGIONAL
PLANNING COMMISSION

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APPENDIX F: TITLE VI AND COMMUNITY IMPACT ANALYSIS

This appendix includes maps and a table to complement the information provided in Chapter 3.

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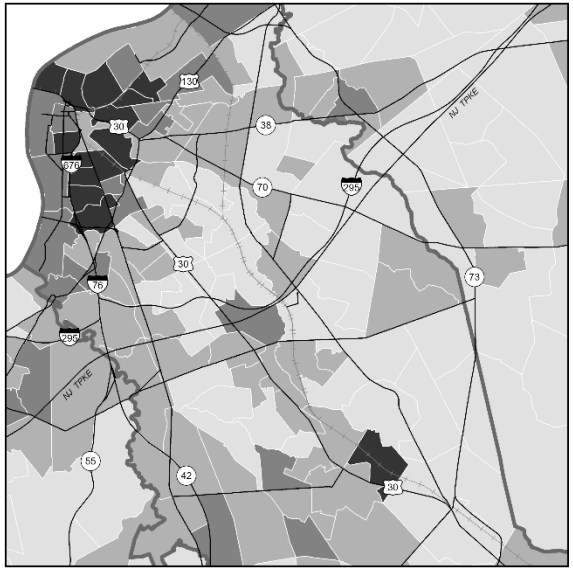
DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)

Concentrations of Low-Income Populations in the DVRPC–NJ Region



Concentrations of Low-Income Populations by Census Tract:

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2019-2023 American Community Survey 5-Year Estimates

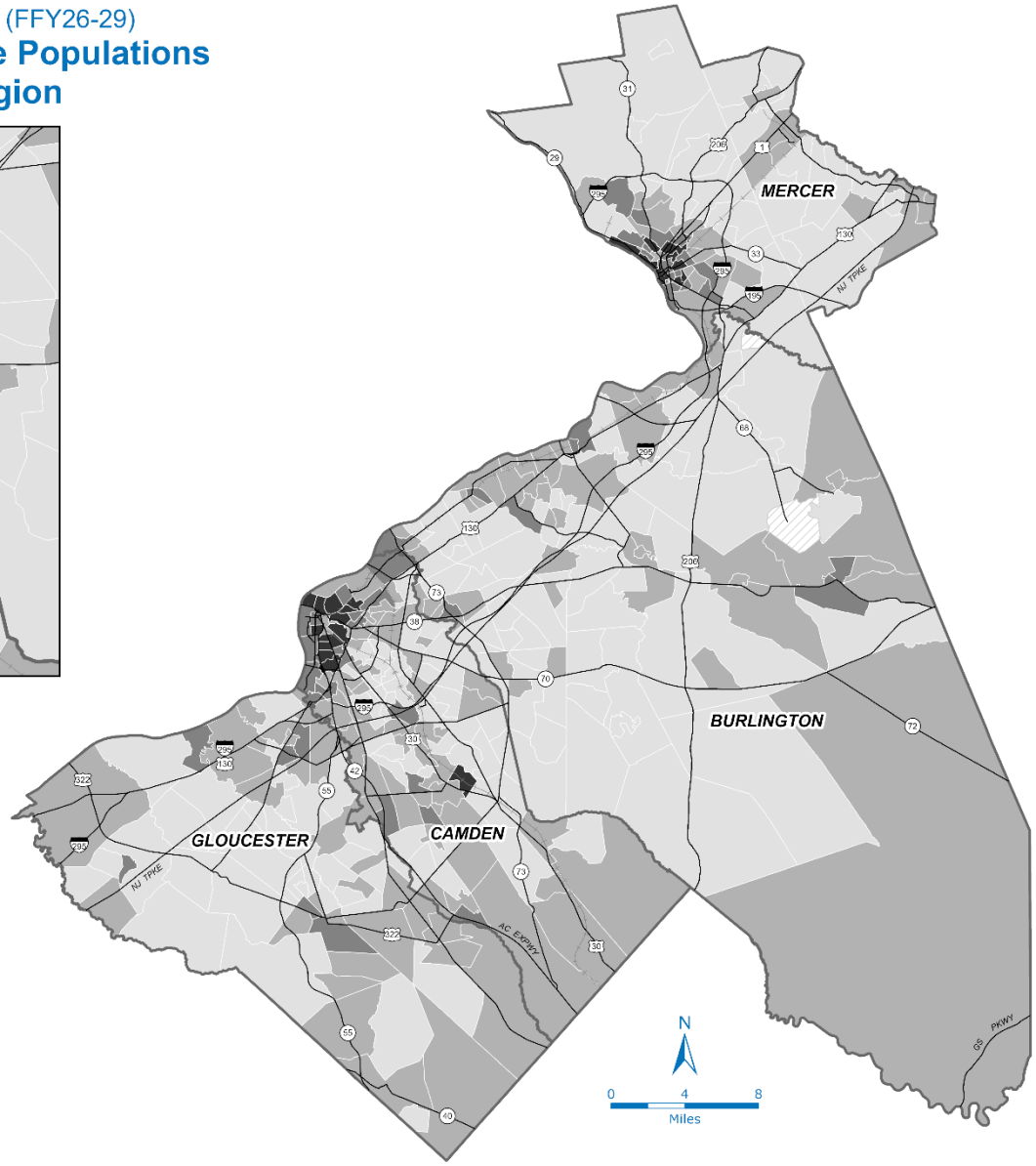


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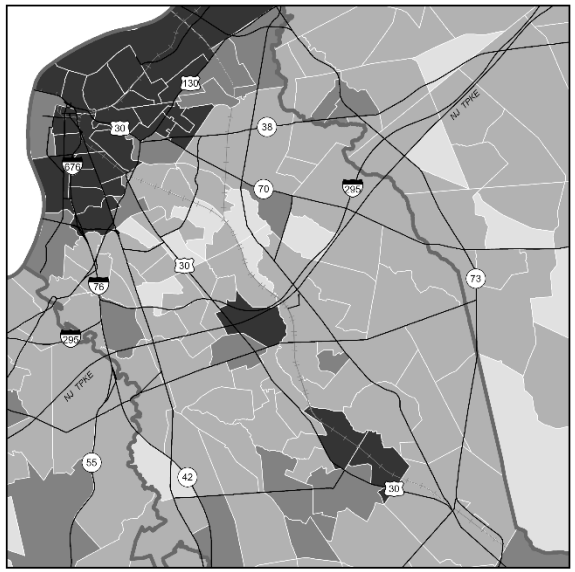
Figure F1: Concentrations of Low-Income Populations

DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)

Concentrations of Title VI Populations in the DVRPC–NJ Region



Concentrations of Title VI Populations by Census Tract:

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2019-2023 American Community Survey 5-Year Estimates

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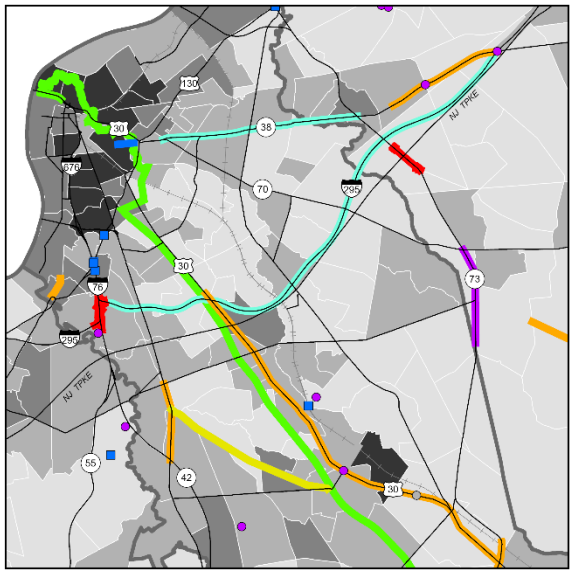
Figure F2: Concentrations of Title VI Populations

Figure F3: Concentrations of Low-Income Populations and FFY26 NJ TIP Projects (Highway Program)

DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)

Concentrations of Low-Income Populations in the DVRPC–NJ Region



Concentrations of Low-Income Populations by Census Tract

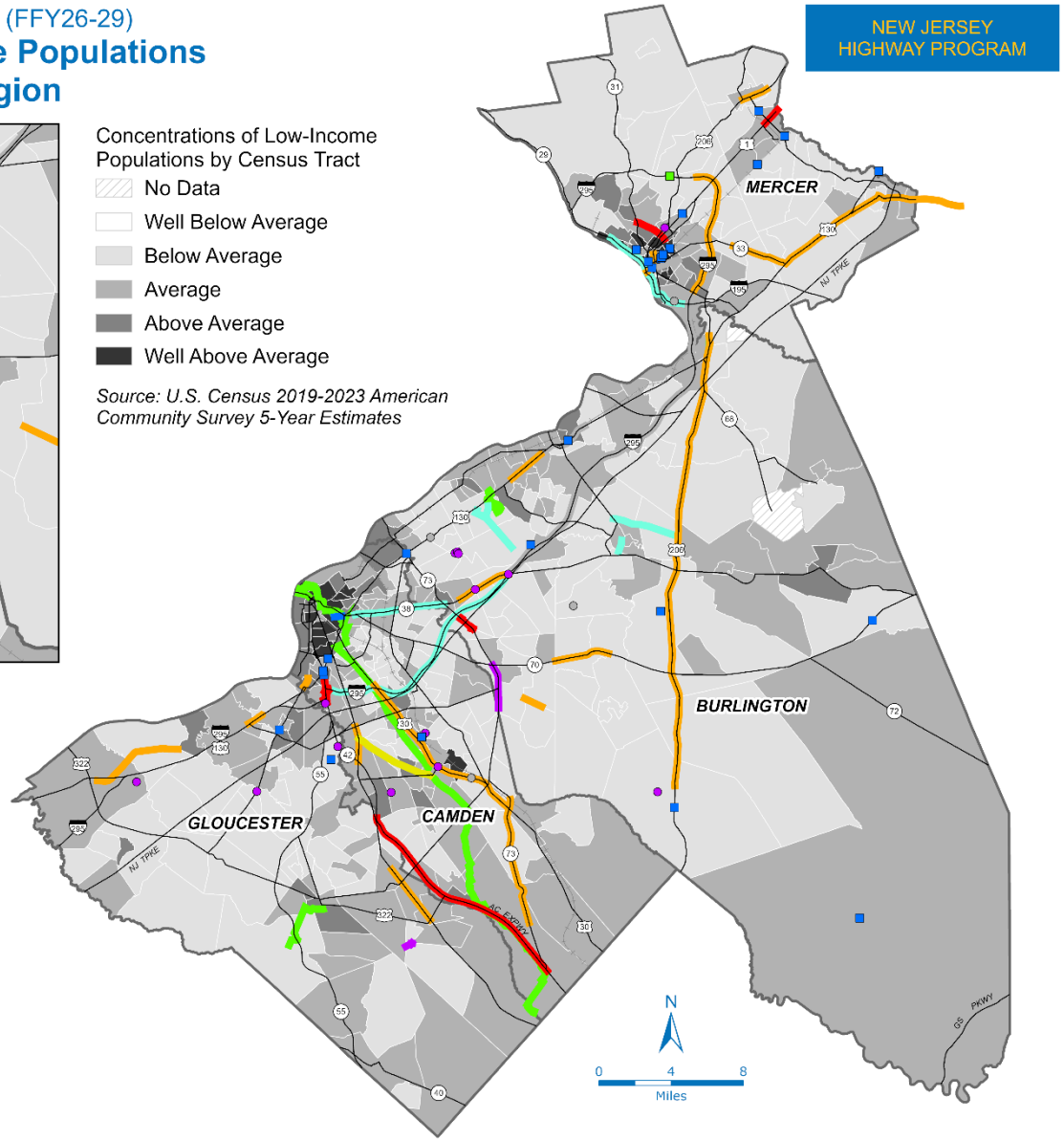
- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2019-2023 American Community Survey 5-Year Estimates

DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)*

- Intersection/Interchange Improvement
- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Signal/ITS Improvement
- Roadway New Capacity
- Roadway Rehabilitation
- Streetscape
- Other

** Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.*



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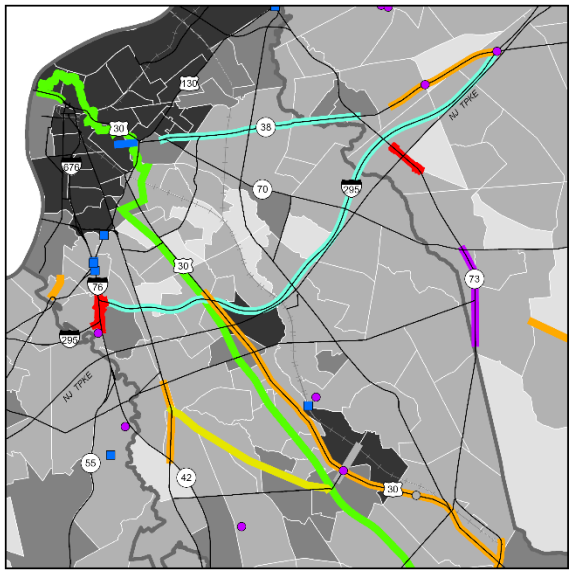
DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)

Concentrations of Title VI Populations in the DVRPC–NJ Region



Concentrations of Title VI Populations by Census Tract:

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2019-2023 American Community Survey 5-Year Estimates

DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)*

- Intersection/Interchange Improvement
- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Signal/ITS Improvement
- Roadway New Capacity
- Roadway Rehabilitation
- Streetscape
- Other

** Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.*

NEW JERSEY HIGHWAY PROGRAM

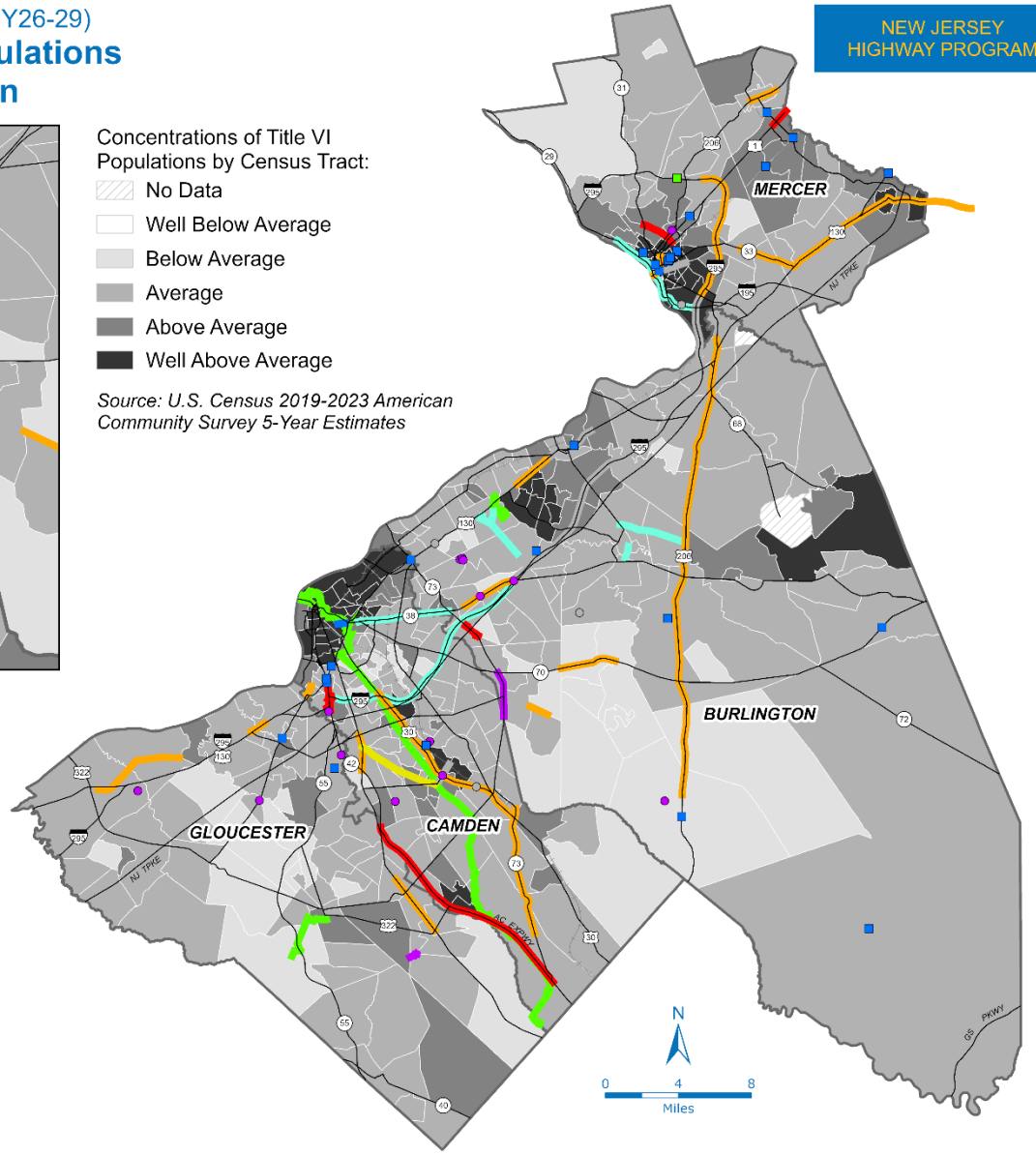


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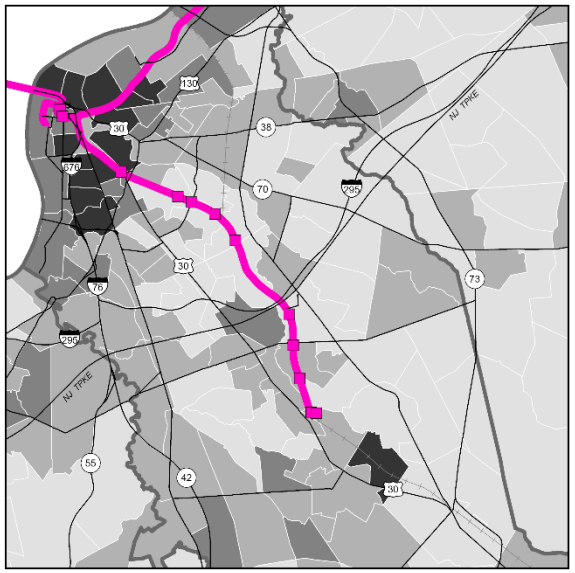
Figure F4: Concentrations of Title VI Populations and FFY26 NJ TIP Projects (Highway Program)

Figure F5: Concentrations of Low-Income Populations and FFY26 NJ TIP Projects (Transit Program)

DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)

Concentrations of Low-Income Populations in the DVRPC–NJ Region



DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)*

Transit Project

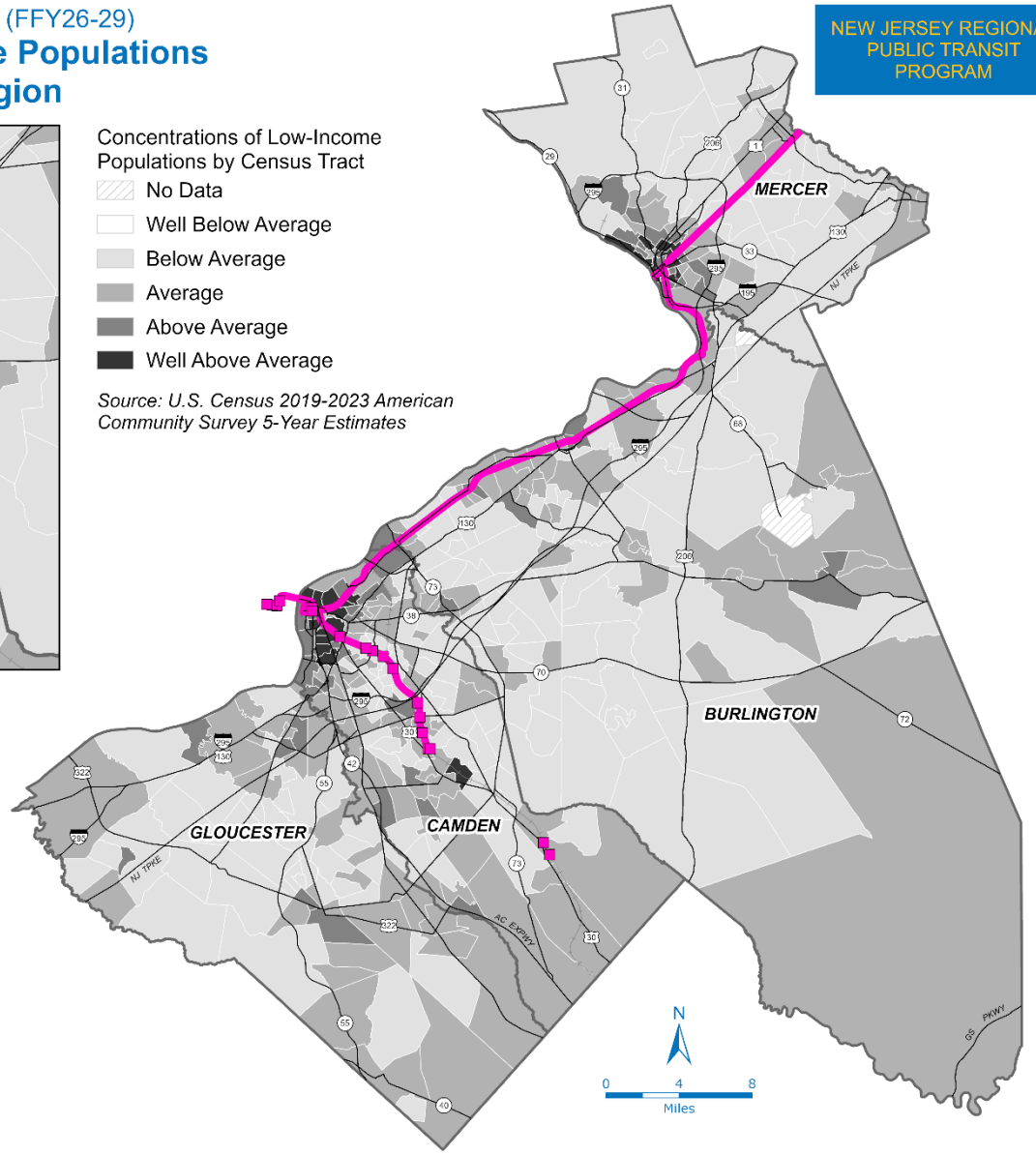
** Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.*

Concentrations of Low-Income Populations by Census Tract

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2019-2023 American Community Survey 5-Year Estimates

NEW JERSEY REGIONAL PUBLIC TRANSIT PROGRAM



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DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)

Concentrations of Title VI Populations in the DVRPC–NJ Region

DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)*

Transit Project

** Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.*

Concentrations of Title VI Populations by Census Tract:

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2019-2023 American Community Survey 5-Year Estimates

NEW JERSEY REGIONAL PUBLIC TRANSIT PROGRAM

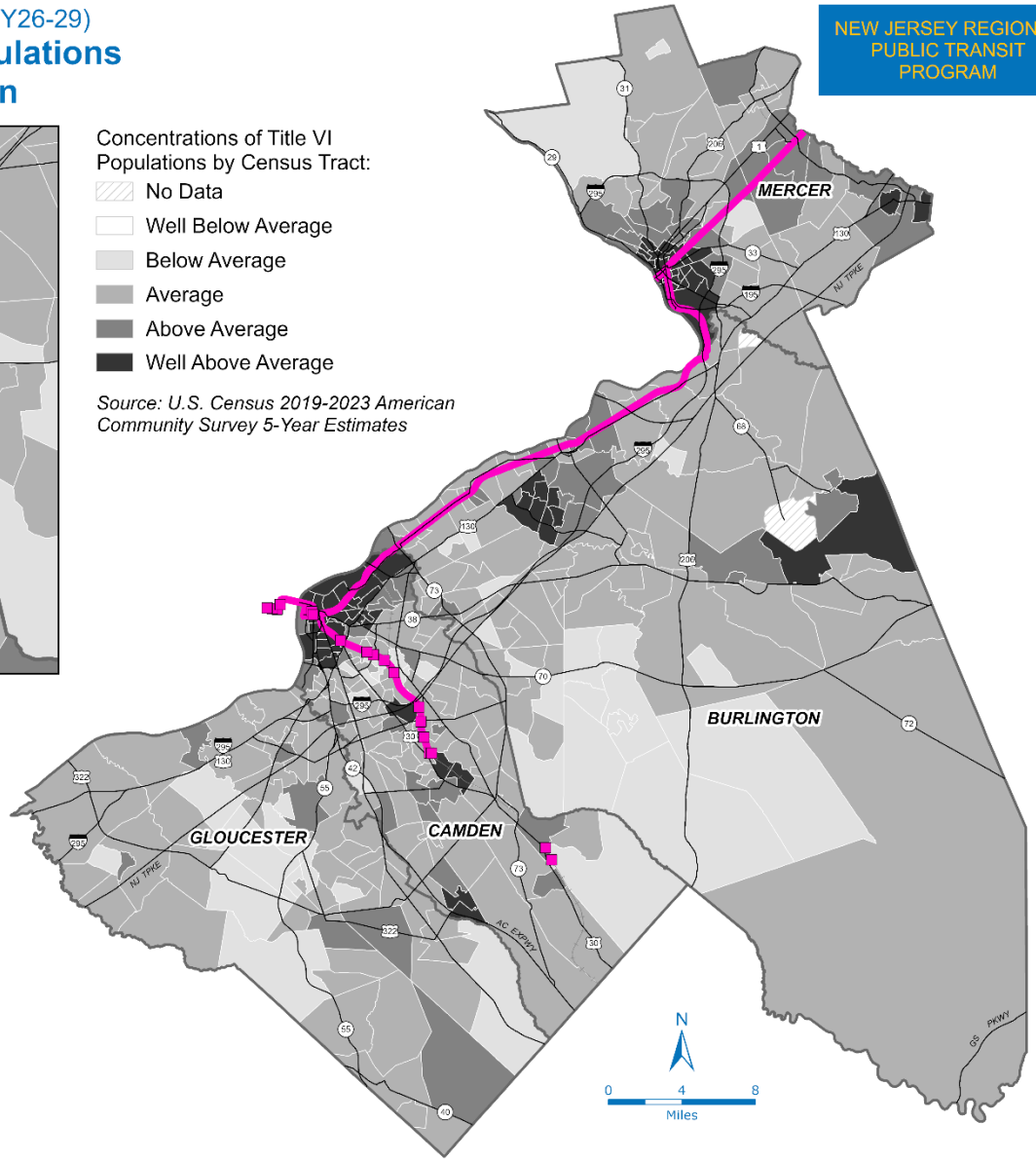

Figure F6: Concentrations of Title VI Populations and FFY26 NJ TIP Projects (Transit Program)

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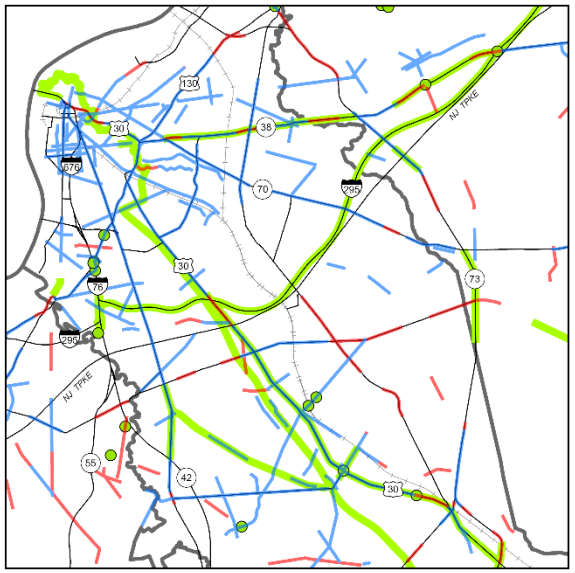
Figure F7: Regional High Injury Network with FFY26 NJ TIP Highway Program Projects

DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)

Regional High Injury Network (RHIN) with Highway Program Projects in the DVRPC–NJ Region



DRAFT DVRPC FFY2026 TIP for NJ (FFY26-29)*

● / ▬ Highway Program Project

** Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.*

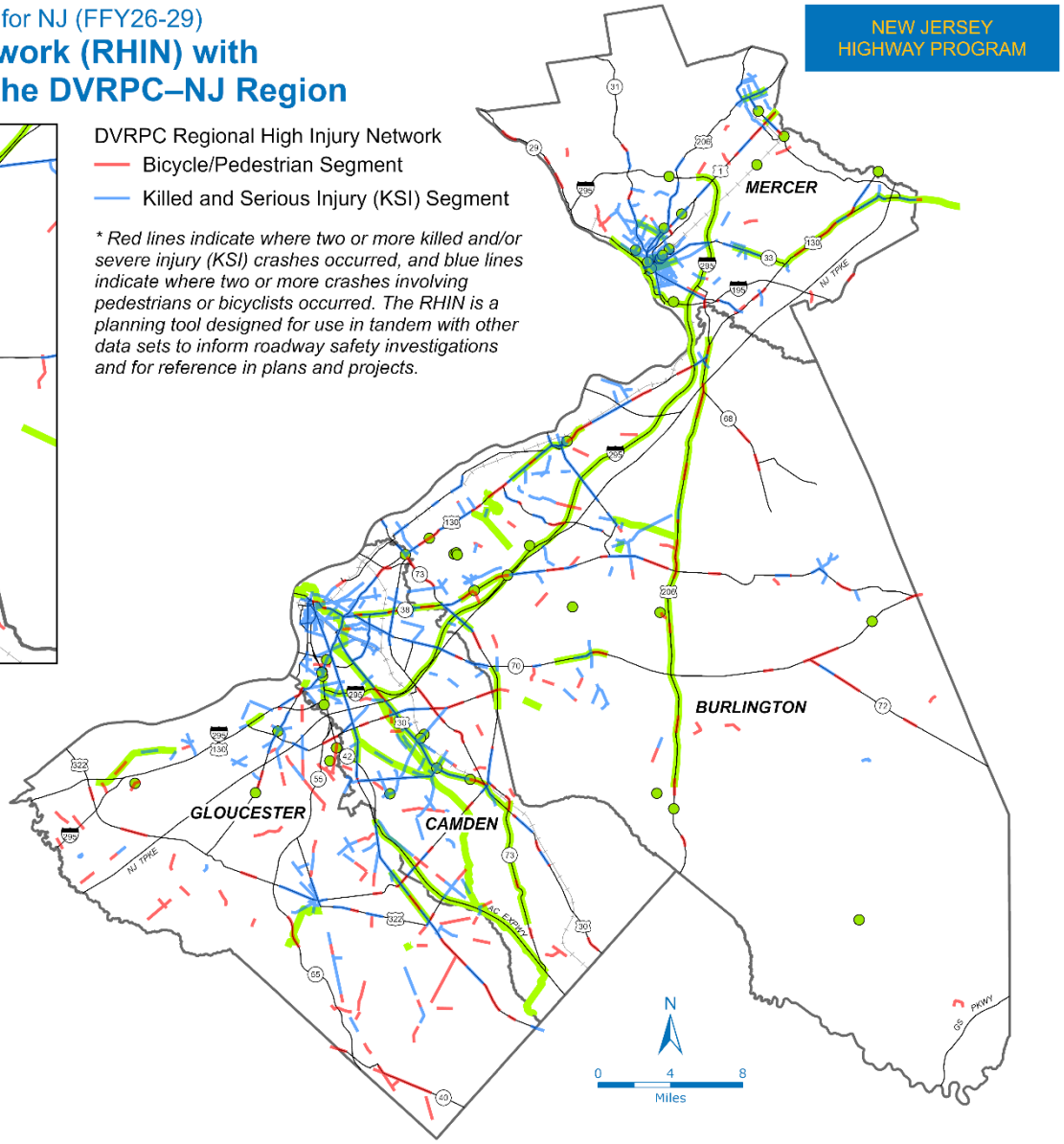
DVRPC Regional High Injury Network

— Bicycle/Pedestrian Segment

— Killed and Serious Injury (KSI) Segment

** Red lines indicate where two or more killed and/or severe injury (KSI) crashes occurred, and blue lines indicate where two or more crashes involving pedestrians or bicyclists occurred. The RHIN is a planning tool designed for use in tandem with other data sets to inform roadway safety investigations and for reference in plans and projects.*

NEW JERSEY HIGHWAY PROGRAM



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Transit Accessibility in the DVRPC–NJ Region

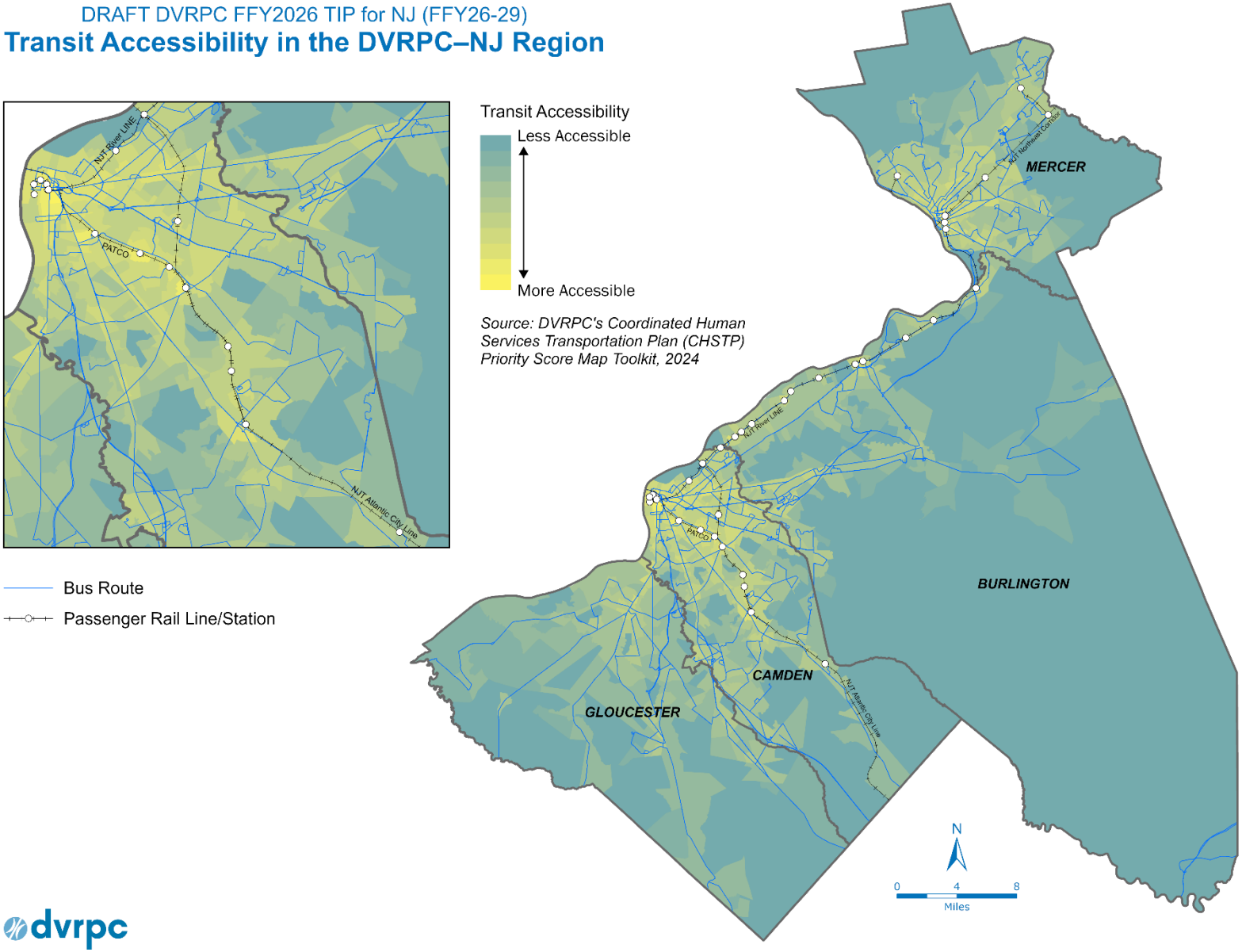

Figure F8: Transit Accessibility in the DVRPC-NJ Region

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DB #	Project Title	Cost ($000) FFY26-FFY37	Project Type
00377	Ferry Program	$ 40.00	Other
01300	Transportation Systems Management and Operations (TSMO)	$ 1.66	Signal/ITS Improvements
01309	Maritime Transportation System	$ 165.00	Other
01316	Transit Village Program	$ 10.00	Bicycle/Pedestrian Improvement
01335	Betterments, Dams	$ 2.28	Other
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	$ 32.50	Signal/ITS Improvements
03304	Bridge Deck/Superstructure Replacement Program	$ 348.33	Bridge Repair/Replacement
03309	Environmental Project Support	$ 9.30	Other
04324	Electrical Load Center Replacement, Statewide	$ 48.00	Roadway Rehabilitation
05304	Construction Program IT System (TRNS.PORT)	$ 42.40	Signal/ITS Improvements
05340	Right of Way Full-Service Consultant Term Agreements	$ 3.15	Other
05342	Design, Geotechnical Engineering Tasks	$ 3.88	Other
06326	Local Concept Development Support	$ 7.00	Other
06402	Safe Streets to Transit Program	$ 10.00	Bicycle/Pedestrian Improvement
07332	Minority and Women Workforce Training Set Aside	$ 10.63	Other
08381	Bridge Replacement, Future Projects	$ 281.62	Bridge Repair/Replacement
08387	Local Bridges, Future Needs	$ 440.00	Bridge Repair/Replacement
08415	Airport Improvement Program	$ 40.00	Other
09316	Culvert Replacement Program	$ 28.90	Bridge Repair/Replacement
09388	Highway Safety Improvement Program Planning	$ 100.00	Intersection/Interchange Improvements
10344	Project Development: Concept Development	$ 53.00	Other
10347	Local Aid Consultant Services	$ 1.00	Other
11344	ADA Curb Ramp Implementation	$ 9.40	Bicycle/Pedestrian Improvement
11383	Transportation Management Associations	$ 23.00	Other
13304	Intelligent Transportation System Resource Center	$ 32.20	Signal/ITS Improvements
13305	Job Order Contracting Infrastructure Repairs, Statewide	$ 320.60	Other
13306	Mobility and Systems Engineering Program	$ 208.00	Signal/ITS Improvements
13307	Salt Storage Facilities - Statewide	$ 23.00	Other
13308	Statewide Traffic Operations and Support Program	$ 156.40	Signal/ITS Improvements
13323	Bridge Preventive Maintenance	$ 790.25	Bridge Repair/Replacement
14300	Title VI and Nondiscrimination Supporting Activities	$ 0.85	Other
14404	Bridge Maintenance and Repair, Movable Bridges	$ 189.25	Bridge Repair/Replacement
15343	Intelligent Traffic Signal Systems	$ 237.78	Signal/ITS Improvements
17341	Bridge Inspection Program, Minor Bridges	$ 63.80	Bridge Repair/Replacement
17353	Storm Water Asset Management	$ 37.60	Other
17357	Bridge Maintenance Fender Replacement	$ 84.40	Bridge Repair/Replacement
17358	Bridge Maintenance Scour Countermeasures	$ 63.90	Bridge Repair/Replacement
17360	Emergency Management and Transportation Security Support	$ 11.63	Other
17390	Local Freight Impact Fund	$ 280.00	Other
19332	Vegetation Safety Management Program	$ 30.00	Other
19600	Smart and Connect Corridors Program	$ 55.00	Other
22319	Sign Structure Replacement Contract 2021-2	$ 6.18	Other
22352	Carbon Reduction Program	$ 32.44	Other
22353	PROTECT	$ 400.07	Other
22355	CMAQ Initiatives, Statewide	$ 214.45	Other
23313	Specified Safety Program	$ 20.00	Other
23314	ITS Safety Program	$ 40.00	Signal/ITS Improvements
23315	Tunnel Inspection, NTIS	$ 3.63	Other
97008	High-Mast Light Poles	$ 18.40	Streetscape
98315	Bridge Emergency Repair	$ 821.25	Bridge Repair/Replacement
98316	Bridge Scour Assessment	$ 1.50	Bridge Repair/Replacement
99327A	Resurfacing, Federal	$ 92.00	Roadway Rehabilitation
99358	Safe Routes to School Program	$ 75.87	Bicycle/Pedestrian Improvement
99358B	Safe Routes to School program, non-infrastructure	$ 10.00	Bicycle/Pedestrian Improvement
99372	Orphan Bridge Reconstruction	$ 20.75	Bridge Repair/Replacement
99409	Recreational Trails Program	$ 12.27	Bicycle/Pedestrian Improvement
D0204	Transportation and Community Development Initiative (TCDI) DVRPC	$ 3.00	Other
D026	DVRPC, Future Projects	$ 47.13	Other
D0302	Burlington County Roadway Safety Improvements	$ 5.00	Roadway Rehabilitation
D0401	Gloucester County Roadway Safety Improvements	$ 5.00	Roadway Rehabilitation
D0407	Ozone Action Program in New Jersey	$ 0.40	Other
D0410	Camden County Roadway Safety Improvements	$ 5.30	Roadway Rehabilitation
D0601	Camden County Bus Purchase	$ 4.38	Transit Improvements
D1011	Mercer County Bus Purchase	$ 4.21	Transit Improvements
D1305	Pedestrian Bridge and Tunnel Rehabilitation	$ 1.88	Transit Improvements
D1510	Burlington County Bus Purchase	$ 1.42	Transit Improvements
D1601	New Jersey Regional Signal Retiming Initiative	$ 3.80	Signal/ITS Improvements
D2004	Transportation Operations	$ 1.30	Signal/ITS Improvements
D2005	Regional Transportation Demand Management (TDM) Program	$ 1.63	Other
D2020	New or Upgraded Traffic Signal Systems at Intersections, Phase 1	$ 2.63	Signal/ITS Improvements
D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2	$ 3.21	Signal/ITS Improvements

D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3	$	4.19	Signal/ITS Improvements
D2305	DVRPC Carbon Reduction Program	$	37.79	Other
D9807	Gloucester County Bus Purchase	$	0.81	Transit Improvements
DR008	Electrical Cable Replacement	$	12.50	Transit Improvements
DR034	Preventive Maintenance	$	13.71	Transit Improvements
DR036	Transit Enhancements	$	2.25	Transit Improvements
DR2302	Embankment Restoration, Drainage Improvement & Retaining Walls Rehabilitation	$	10.00	Transit Improvements
DR2304	PATCO Substation Improvements	$	14.38	Transit Improvements
T06	Bus Passenger Facilities/Park and Ride	$	1.84	Transit Improvements
T08	Bus Support Facilities and Equipment	$	314.89	Transit Improvements
T106	Private Carrier Equipment Program	$	6.90	Transit Improvements
T111	Bus Acquisition Program	$	441.90	Transit Improvements
T112	Rail Rolling Stock Procurement	$	213.25	Transit Improvements
T120	Small/Special Services Program	$	4.16	Transit Improvements
T121	Physical Plant	$	20.91	Transit Improvements
T122	Miscellaneous	$	1.15	Transit Improvements
T13	Claims support	$	0.23	Transit Improvements
T135	Preventive Maintenance-Bus	$	242.22	Transit Improvements
T143	ADA--Platforms/Stations	$	1.15	Transit Improvements
T150	Section 5310 Program	$	33.87	Transit Improvements
T151	Section 5311 Program	$	20.03	Transit Improvements
T16	Environmental Compliance	$	6.90	Transit Improvements
T20	Immediate Action Program	$	267.30	Transit Improvements
T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	$	181.58	Transit Improvements
T300	Transit Rail Initiatives	$	84.46	Transit Improvements
T37	Rail Support Facilities and Equipment	$	4.72	Transit Improvements
T39	Preventive Maintenance-Rail	$	141.38	Transit Improvements
T42	Track Program	$	16.70	Transit Improvements
T43	High Speed Track Program	$	1.52	Transit Improvements
T50	Signals and Communications/Electric Traction Systems	$	11.13	Transit Improvements
T500	Technology Improvements	$	35.11	Transit Improvements
T508	Security Improvements	$	6.14	Other
T509	Safety Improvement Program	$	0.42	Transit Improvements
T515	Casino Revenue Fund	$	130.89	Transit Improvements
T53E	Locomotive Overhaul	$	2.84	Transit Improvements
T53G	Rail Fleet Overhaul	$	63.78	Transit Improvements
T55	Other Rail Station/Terminal Improvements	$	14.28	Transit Improvements
T68	Capital Program Implementation	$	92.00	Transit Improvements
T88	Study and Development	$	17.25	Other
T902	Rail Station Resiliency	$	0.44	Other
T903	Rail Infrastructure Resiliency	$	0.44	Other
X03A	Restriping Program & Line Reflectivity Management System	$	230.00	Roadway Rehabilitation
X03E	Resurfacing Program	$	716.71	Roadway Rehabilitation
X065	Local CMAQ Initiatives	$	16.78	Other
X07A	Bridge Inspection	$	332.50	Bridge Repair/Replacement
X07F	Bridge and Structure Inspection, Miscellaneous	$	1.16	Other
X10	Program Implementation Costs, NJDOT	$	1,182.25	Other
X100A	Local Bridges, DVRPC	$	50.00	Bridge Repair/Replacement
X106	Design, Emerging Projects	$	132.05	Other
X107	Transportation Alternatives Program	$	82.50	Streetscape
X10A	Staff Augmentation	$	7.20	Other
X11	Unanticipated Design, Right of Way and Construction Expenses, State	$	622.38	Other
X12	Acquisition of Right of Way	$	4.45	Roadway New Capacity
X126	Transportation Research Technology	$	12.48	Other
X135	Pre-Apprenticeship Training Program for Minorities and Women	$	4.60	Other
X137	Legal Costs for Right of Way Condemnation	$	20.75	Other
X140	Planning and Research	$	109.04	Other
X142	DBE Supportive Services Program	$	5.72	Other
X144	Regional Action Program	$	21.00	Other
X15	Equipment (Vehicles, Construction, Safety)	$	146.00	Other
X150	State Police Enforcement and Safety Services	$	202.30	Other
X151	Interstate Service Facilities	$	5.81	Roadway Rehabilitation
X152	Rockfall Mitigation	$	21.60	Intersection/Interchange Improvements
X154	Drainage Rehabilitation and Maintenance, State	$	228.25	Roadway Rehabilitation
X154D	Drainage Rehabilitation & Improvements	$	163.30	Roadway Rehabilitation
X15A	Equipment, Snow and Ice Removal	$	31.00	Roadway Rehabilitation
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal	$	15.50	Other
X180	Construction Inspection	$	121.00	Other
X182	Utility Reconnaissance and Relocation	$	19.42	Other
X185	Bicycle & Pedestrian Facilities/Accommodations	$	60.00	Bicycle/Pedestrian Improvement
X186	Local Aid, Infrastructure Fund	$	75.00	Roadway Rehabilitation
X186B	Local Aid, State Transportation Infrastructure Bank	$	205.00	Local County & Municipal Aid
X197	Disadvantaged Business Enterprise	$	2.30	Other

X199	Youth Employment and STEM Outreach Solutions	$	3.22	Other
X200C	New Jersey Scenic Byways Program	$	5.00	Other
X201	Guiderail Upgrade	$	292.00	Streetscape
X233	Motor Vehicle Crash Record Processing	$	64.00	Intersection/Interchange Improvements
X239	Sign Structure Inspection Program	$	16.10	Roadway Rehabilitation
X239A	Sign Structure Rehabilitation/Replacement Program	$	9.20	Roadway Rehabilitation
X241	Electrical Facilities	$	48.00	Signal/ITS Improvements
X244	Training and Employee Development	$	23.00	Other
X2500	Information Technology Support	$	50.00	Other
X28B	Park and Ride/Transportation Demand Management Program	$	5.40	Other
X29	Physical Plant	$	277.50	Other
X30	Planning, Federal-Aid	$	310.61	Other
X30A	Metropolitan Planning	$	69.28	Other
X34	New Jersey Rail Freight Assistance Program	$	250.00	Other
X35A	Rail-Highway Grade Crossing Program, State	$	38.00	Intersection/Interchange Improvements
X35A1	Rail-Highway Grade Crossing Program, Federal	$	9.59	Intersection/Interchange Improvements
X39	Signs Program, Statewide	$	33.00	Roadway Rehabilitation
X41C1	Local County Aid, DVRPC	$	375.67	Local County & Municipal Aid
X47	Traffic Signal Replacement	$	79.00	Signal/ITS Improvements
X66	Traffic Monitoring Systems	$	151.83	Signal/ITS Improvements
X70	Bridge Management System	$	13.80	Bridge Repair/Replacement
X72B	Betterments, Roadway Preservation	$	138.00	Roadway Rehabilitation
X72C	Betterments, Safety	$	175.00	Intersection/Interchange Improvements
X75	Environmental Investigations	$	58.13	Other
X98C1	Local Municipal Aid, DVRPC	$	339.55	Local County & Municipal Aid

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Appendix G

Acknowledgment of Summary of the TIP Public Involvement Process, Public Comments, Original Public Comments, Agency Responses, and List of Recommended Changes

THIS SECTION IS INTENTIONALLY LEFT BLANK UNTIL DVRPC BOARD ADOPTION AND PRINTING OF THE FINAL DOCUMENT

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Publication Title: **Draft DVRPC FFY2026 Transportation Improvement Program (TIP) for New Jersey (FFY26–FFY29)**

Date Published: July 2025

Publication Number: 26002A

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

Abstract: The Draft Transportation Improvement Program (TIP) document contains a listing of all FTA-funded and FHWA funded projects in DVRPC's New Jersey counties that will seek federal funding in federal fiscal years 2026 to 2029. This volume also contains the following appendices: (A) Acknowledgment of Board Resolutions; (B) Financial Tables Used in Developing the Program, Including the Statewide TIP (STIP) Introduction; (C) Acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding; (D) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (E) DVRPC Local Program; (F) Title VI and Community Analytics, and (G) Acknowledgment of Summary of the TIP Public Involvement Process, Public Comments, Original Public Comments, Agency Responses, and List of Recommended Changes. Note that appendices A, C, and G in this draft document are intentionally left blank until DVRPC Board adoption and printing of the Final TIP document.

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 Performace Management

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