

# 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](http://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](http://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](http://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](http://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 (NO<sub>x</sub>), carbon monoxide (CO), and fine particulate matter (PM<sub>2.5</sub>) 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](http://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.

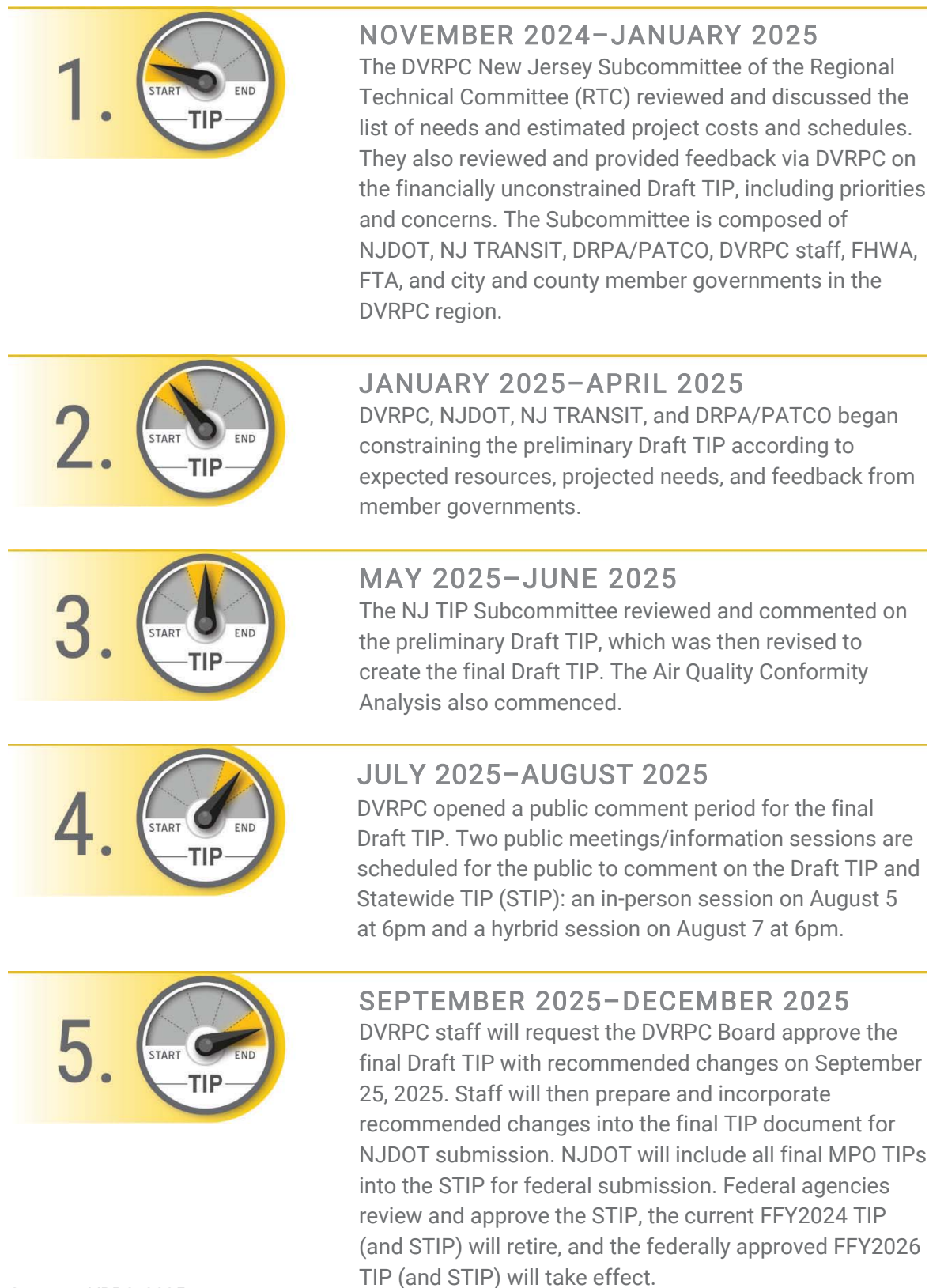
## **What is the Timeline to Develop the TIP?**

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



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](http://www.dvrpc.org/TIP). Past and upcoming TIP Actions for Board approval are available at [www.dvrpc.org/Committees/board](http://www.dvrpc.org/Committees/board)