

# CHAPTER 4: OVERVIEW OF MAPS, LISTINGS, CODES, AND ABBREVIATIONS

## PROJECT MAP AND LISTING EXPLANATIONS

The maps on the following pages show the location of the projects included in the DVRPC FY2016 TIP for New Jersey. Highway projects are shown on individual county maps, while transit projects are shown on a regional map. Projects are identified on the maps by their state DOT project number (DB #).

The different types of projects, such as intersection improvements, bridge replacements, or new transit facilities, are shown using various colors and symbols. Each map has its own legend and a companion index showing the project titles in DB # order.

Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These projects are listed on the appropriate map by their DB # under the heading TIP Projects not mapped.

The Internet version of the TIP, found on the DVRPC website at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP), includes an interactive method for displaying the maps and the project listings.

This document includes various project listings. The project listings include the New Jersey Highway, Transit (NJ TRANSIT and DRPA/PATCO), Statewide, and the Study and Development programs, which are thoroughly explained in the following paragraphs.

### DVRPC Regional Highway and Transit Programs

The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are highway projects for Burlington, Camden, Gloucester, and Mercer counties, a listing of projects that apply to various counties, and transit projects for NJ TRANSIT and DRPA/PATCO.

Within each county grouping, individual highway and transit 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 Area, NJDOT Capital Investment Strategies (CIS) program category, CMP category, EJ Indicators of Potential Disadvantage (IPD) rating, and a variety of other information. To assist in quickly locating a project 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 also available on the website at [www.state.nj.us/transportation/capital](http://www.state.nj.us/transportation/capital).

Also note that all projects within the formal first four years of the TIP period (FY2016–2019) are considered funded and are 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 region developed a 10-year constrained programming horizon for highway and transit projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the first four years (FY2016–2019) also have phases (such as construction) that may be out in the later fiscal years (LFY2020–2025). This 10-year constrained programming horizon is illustrated on the project listings within the TIP document. Project phases that fall beyond the formal four-year TIP period (FY2016–2019) are technically “unfunded,” but they are listed to represent the region’s planned commitment to fund these phases in the future as funds become available.

In addition, NJDOT has identified several “Tier 2” projects that cannot be funded based on current 10-year revenue estimates. A further refinement of the 10-year capital program could also lead to greater flexibility and accommodation of more projects. See Appendix H for a list of “Tier 2” unfunded highway and transit projects.

### **NJDOT Statewide Program**

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

### **Study and Development Program**

NJDOT has established a subset of highway projects in the capital program referred to as Study and Development (S&D). 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 S&D program is to make candidate projects ready for consideration in a future TIP update cycle for preliminary engineering, final design, right-of-way acquisition, and construction. Projects in the S&D program have been identified as priorities for further advancement but have not reached approval for advancement into preliminary engineering or final design. Reasonable strategies and alternatives that address the purpose and need are identified for S&D projects in the 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. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes.

For nonexempt projects, the first conformity “analysis year” following the project’s opening or projected completion is listed: 2017, 2020, 2025, 2035, or 2040. 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).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project listed in Table 9 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 is now indicating 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. Tables 9 and 10 provide a complete list of exempt and nonexempt categories and corresponding air quality codes.

Projects under the Concept Development category are those that are still in the conceptual phase and are not yet part of the current TIP. However, they are likely to be included in future TIPs; therefore, they are assigned air quality 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).

Projects on the Illustrative/“Tier 2” Unfunded List are not funded in the TIP. If they expect to result in a non-exempt project, the air quality code is “FYN” for Future Year Non-Exempt.

TABLE 9: AIR QUALITY CODES FOR DVRPC 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, fareboxes, 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 and 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	
STUDY AND DEVELOPMENT PROJECTS (NJ)	Project in the Study and Development Program expected to result in an exempt project	SDX	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13	
<b>NO REGIONAL EMISSIONS ANALYSIS REQUIRED</b>					
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, 2015

TABLE 10: AIR QUALITY CODES FOR DVRPC 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 2017 network and all subsequent analysis years - PA only	2017M
	Regionally Significant, non-exempt projects included in the 2020 network and all subsequent analysis years	2020M
	Regionally Significant, non-exempt projects included in the 2025 network and all subsequent analysis years	2025M
	Regionally Significant, non-exempt projects included in the 2035 network and all subsequent analysis years	2035M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years	2040M
STUDY AND DEVELOPMENT PROJECTS (NJ)	Project in the Study and Development Program expected to result in a non-exempt project	SDN
TIER 2 UNFUNDED PROJECTS	Project on the Illustrative/"Tier 2" Unfunded List expected to result in a non-exempt project	FYN

## NOTES ON TABLES 9 AND 10:

- BOTH EXEMPT AND NOT REGIONALLY SIGNIFICANT PROJECT CATEGORIES ADHERE TO 40 CR 93 SECTIONS 126 AND 127.
- IN THE  $PM_{10}$  NON-ATTAINMENT OR MAINTENANCE AREA, REHABILITATION OF TRANSIT VEHICLES IS EXEMPT ONLY IF THEY COMPLY WITH CONTROL MEASURES IN THE APPLICABLE IMPLEMENTATION PLAN.
  - AQ CODES ARE DVRPC DESIGNATED.

SOURCE: DVRPC, 2015

## Long-Range Plan ID

The Long-Range Plan 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.

## Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be “new” projects in the TIP. New projects in the TIP are denoted with one of four status codes: NEW, NEW-B, NEW-G, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY2014–2017) and assist in establishing the origin of these projects.

Projects indicated as “NEW” have never been programmed in a prior year TIP. These 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. Projects indicated as “NEW-G” are new “graduate” projects that have advanced from the Study and Development Program into the TIP and typically have advanced to the next phase of work requiring federal and/or state funding. Furthermore, as a result of funds being programmed over a 10-year horizon, many of these projects may be included in both the TIP and the Study and Development Program, which are denoted by “SD.” 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 DVRPC FY2016 TIP for New Jersey.

## Planning Area Notation

The Delaware Valley region is a mosaic of over 350 diverse cities, boroughs, and townships. To categorize and simplify the types of communities and define corresponding long-range planning policies appropriate for each type, each municipality has been assigned a planning area type associated with the long-range planning policies that will be most beneficial to the community as a whole. At the regional scale, Planning Areas guide the direction of policy. Planning Areas include *core cities*, which include Philadelphia, Trenton, Camden, and Chester; *developed communities/mature townships* that are composed of the region’s inner-ring communities adjacent to core cities, railroad boroughs, trolley car communities, and developed suburban townships; *growing suburbs*, which are communities with considerable remaining developable upland acres and are experiencing or are forecast to experience significant population and employment growth; and *rural areas* that include the region’s agricultural communities and communities with large remaining natural areas, including protected lands. “Planning Area” is a notation in the TIP project description.

## Indicators of Potential Disadvantage

DVRPC uses the Indicators of Potential Disadvantage (IPD) methodology to identify direct and disparate effects of its plans, programs, and planning process on defined population groups in the Delaware Valley region under Title VI of the Civil Rights Act and the Executive Order on Environmental Justice. Population groups assessed at the census tract level as defined by the U.S. Census Bureau include Non-Hispanic Minority, Carless Households, Households in Poverty, Female Head of Household with Child, the Elderly (over 75 years old), Hispanic, and Limited English Proficiency. Census tracts that have higher concentrations of a particular demographic group than the regional average for that population are considered to be at a potential disadvantage. The total number of demographic groups that are above the regional average concentration in each census tract is that tract's IPD. If a tract has higher than average population for three of the identified demographic groups, for example, then it has three IPDs. IPDs range from zero to seven, with seven indicating a tract at the highest potential disadvantage. "IPD" is listed in the project descriptions to note the highest number of IPD tracts affected by a project on the TIP.

## CMP Notation

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

## Freight Corridor Initiative

Projects that have a direct, significant impact on the flow of goods along strategic freight corridors or that improve National Highway System connector routes to intermodal facilities are noted as integral to the Delaware Valley Freight Corridors Initiative.

## Phase of Work

**CAP (Capital Acquisition)** – Used to denote NJ TRANSIT's acquisition of rolling stock.

**CD (Concept Development)** – Involves traffic studies needs analyses, corridor studies, and other work preparatory to project development, which includes assessing alternatives and determining a Preliminary Preferred Alternative (PPA) based on environmental impact, constructability, and cost effectiveness to address the problem.

**CON (Construction)** – Involves the actual building of a project.

**FD (Final Design)** – Consists of taking a recommended solution and scope of work defined in the preliminary engineering phase and developing a final design, including right-of-way and construction plans.

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

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

**PE (Preliminary Engineering)** – The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative.

**PLS (Planning Study)** – Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.

**ROW (Right-of-Way Acquisition)** – Involves purchasing the land needed to build a project.

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

\*Note: An “L” preceding any phase means Local Agency Lead; otherwise, state DOT is the lead agency.

## Federal Highway Funding Sources

**BRIDGE (Federal Bridge Program)** – Provided funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete. This program was merged into NHPP in MAP-21.

**BRIDGE-OFF (Federal Bridge Program)** – Provided funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete. This program was merged into STP in MAP-21.

**CMAQ (Congestion Mitigation and Air Quality Improvement Program)** – Provides funding for projects that improve air quality and/or relieve congestion without adding new highway capacity, and in MAP-21, include demand-shifting projects or programs such as telecommuting or establishing electric vehicle charging stations or natural gas vehicle refueling stations.

**CTDG (Competitive TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants)** – Special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.

**DEMO (Demonstration Funds)** – Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU. Project earmarks were discontinued in MAP-21.



**EB (Equity Bonus Program)** – Provided funding to states based on equity considerations. This program was discontinued in MAP-21.

**ER (Emergency Relief Program)** – Provides funding for emergency and permanent repairs on federal-aid highways and roads on federal lands that have suffered serious damage in the event of a natural or manmade disaster.

**FBP (Federal Ferry Boat Program or Sec 1121)** – Provides funding for the leasing or construction of ferry boat, terminal facilities, or maintenance facilities except temporary ferry operations.

**GARVEE (Grant Anticipation Revenue Vehicle) Bond Program** – Program that provides securities upfront to advance the high cost federal-aid transportation projects and accelerate construction timelines based on future federal-aid funding for debt repayment. The state is reimbursed for annual project debt service rather than construction outlays over a number of years. Once a project is selected for debt financing, the project is submitted to the FHWA for approval as an advance construction (AC) project.

**HPP10 (High-Priority Projects)** – Provides special federal funding from congressional earmarks under SAFETEA-LU.

**HPP20 (High-Priority Projects)** – Provides special federal funding from congressional earmarks under SAFETEA-LU.

**HSIP (Highway Safety Improvement Program)** – Provides funding for projects or strategies included in the state's strategic highway safety plan that correct or improve a hazardous road location or feature or addresses a highway safety problem. Truck parking was eligible for the first time under MAP-21.

**I-MAINT or IM (Interstate Maintenance)** – Provided funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the interstate system. This funding category was merged into NHPP in MAP-21.

**NHS (National Highway System)** – Provided funding for projects that improve and support the interstate highway system and other key highway links. This funding category was merged into NHPP in MAP-21.

**National Highway Performance Program (NHPP)** – Provides funding used to support the condition and performance of the National Highway System (NHS), and to construct new facilities on the NHS that support national performance goals. Three programs from the previous authorization, SAFETEA-LU, were merged into NHPP under MAP-21: the Federal Bridge Programs (BRIDGE and BRIDGE-OFF), Interstate Maintenance (MAINT), and the National Highway System (NHS). Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements, for example.

**PL (Metropolitan Planning Funds - FHWA)** – Provides funding for the federally mandated transportation planning process conducted within each MPO.

**RCA (FHWA Redistribution of Certain Authorized Funds)** – Provides authorized funds to be appropriated for federal-aid highway programs for FY2013 that will not be allocated to the state and not available for obligation in FY2013 under MAP-21. RCA funds will be available for obligation until September 30, 2016.

**RHC (Rail Highway Grade Crossing)** – Provides funding for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings under the Highway Safety Improvement Program (HSIP).

**REC TRAILS or RTP (Recreational Trail Program)** – Provided funding for the development and maintenance of recreational trails and trail-related facilities for non-motorized and motorized recreational trail uses, such as hiking, bicycling, off-road motorcycling, or cross-country skiing. This program was incorporated into the Transportation Alternatives Program (TAP) in MAP-21.

**SCENIC BYWAYS (Scenic Byways Program)** – Provided funding for byway-related projects. This was discontinued under MAP-21.

**SPR (FHWA Statewide Planning and Research)** – Provides funding for planning and research activities.

**SRTS (Federal-Aid Safe Routes to School)** – Provided funding that can be used for programs and projects that encourage children and their parents to walk and bicycle safely to school. This was merged into MAP-21's Transportation Alternatives Program (TAP). For the most recent round in FY2014, the state of New Jersey elected to competitively select only SRTS infrastructure projects and partnered with the New Jersey Transportation Management Associations (TMAs) to administer a new statewide education and encouragement program using Safe Routes to School Federal SAFETEA-LU funds

**STP (Surface Transportation Program)** – Provides funding previously made available under various smaller federal-aid categories as well as broad, flexible components, such as safety and projects under the new Transportation Alternatives program (TAP). Truck parking and surface transportation infrastructure improvements at port terminals are eligible for the first time in MAP-21. STP remained the core federal highway program and with the broadest eligibility criteria in MAP-21.

**STP-TE (Surface Transportation Program-Transportation Enhancement)** – 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 the Transportation Alternatives Program (TAP) in MAP-21.

**TIGER** – Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants are special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multi-jurisdictional transportation projects that promise significant

economic and environmental benefits to an entire metropolitan area, a region, or the nation. See CTDG.

**Transportation Alternatives (TAP)** – Provides set-aside funding for programs from the previous authorization, SAFETEA-LU, which are Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and the Federal-Aid Safe Routes to School (SRTS). TAP funds may be transferred to NHPP, STP, HSIP, CMAQ or PL, or to the Federal Transit Administration for TAP-eligible projects.

### State Highway Funding Sources

**STATE or TTF (State Transportation Trust Fund)** – Provides funding from the New Jersey Transportation Trust Fund.

**STATE-DVRPC** – Provides STATE funding from the Transportation Trust Fund for use by DVRPC for local projects. STATE funds are made available annually during FY2016 through FY2018 as a result of the MPO exchange of program funds with NJ TRANSIT and NJDOT. See Appendix E for detailed information.

### Federal Transit Funding Sources

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

**FERRY (Federal Ferry Funds)** – Provided funding for the rehabilitation and/or development of ferry facilities throughout the state. It was discontinued in MAP-21.

**HPP10 (High Priority Projects)** – Provides special funding from congressional earmark under SAFETEA-LU.

**HPP20 (High Priority Projects)** – Provides special funding from congressional earmark under SAFETEA-LU.

**JARC (Job Access and Reverse Commute Program)** – Provides funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements. MAP-21 has repealed this program, but transit agencies can choose to use their formula funds from Section 5307 (Urbanized Area Formula Grants) and Section 5311 (Non-urbanized Area Formula Program) to continue funding JARC projects.

**NEW FREEDOM (FTA 5317 Formula Program)** – Provides funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the Americans with Disabilities Act of 1990. It was merged with MAP-21's Section 5310 FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program.

**SEC 5307 (FTA Urbanized Area Formula Grants Program)** – Provides funding for capital, planning, and JARC-eligible activities as well as discretionary passenger ferry grants, state safety oversight, and associated transportation improvements. Systems with 100 or fewer buses in urbanized areas with over 200,000 became eligible to receive funding for operating expenses in MAP-21. Sec 5307 transit funds cannot be transferred to highway projects in MAP-21, but FHWA funds may be transferred to this program.

**SEC 5309 (FTA Fixed Guideway Capital Investment Grants “New Starts”)** – Provides funding for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities, including core capacity projects. Fixed-guideway modernization projects and bus facilities projects are funded in Sec. 5337 (State of Good Repair Program, which provided grants to replace and rehabilitate rolling stock, signals and communications, security, maintenance, passenger facilities, etc.), and Sec. 5339 (Bus and Bus Facilities Program) in MAP-21.

**SEC 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program)** – Provides funding for two programs merged from the previous authorization SAFETEA-LU: NEW FREEDOM FTA’s 5317 Formula Program, which was discontinued by MAP-21, and Section 5310 Elderly and Persons with Disabilities Program for the purchase of small buses or van-type vehicles with lifts for private or nonprofit agencies that serve the elderly and persons with disabilities.

**SEC 5311 (Non-urbanized Area Formula Program)** – Provides funding for rural public transportation programs in areas with a population fewer than 50,000 according to the Census, including JARC-eligible activities from MAP-21 and authorizations prior to MAP-21.

**Sec 5324 (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 have suffered serious damage in the event of a natural or manmade disaster that are not reimbursed by the Federal Emergency Management Agency (FEMA).

**SEC 5326 (Transit Asset Management)** – Provides requirements across FTA’s grant programs. MAP-21 required the FTA to define the term “state of good repair” and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. All FTA grantees and their subrecipients are required to develop transit asset management plans. FTA will support this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.

**SEC 5337 (State of Good Repair Program)** – Provides dedicated formula-based federal funding in MAP-21 for the replacement and rehabilitation of the fixed guideway system and high-intensity motor bus systems that use high-occupancy vehicle (HOV) lanes, including bus rapid transit (BRT), rail, and passenger ferries, in order to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan.

**SEC 5339 (Bus and Bus Facilities Program)** – Provides formula-based federal funds based on population, vehicle revenue miles, and passenger miles to replace, rehabilitate, and purchase

buses and related equipment and to construct bus-related facilities with a 20 percent local match requirement. This replaced SAFETEA-LU's Section 5309 Bus and Bus Facilities Program.

**SEC 5340 (FTA 5340 Formula Program)** – Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21 as in authorizations prior to MAP-21.

### State Transit Funding Sources

**CASINO REVENUE** – Provides state transit funding from the annual allocation of the 7.5 percent of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.

### Other Fund Sources

**Advance Construction (AC)** – Procedure to advance a federally funded project phase into the current fiscal year 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/MATCH** – Funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

**Multi-Year 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.

**OTHER** – From a source other than federal or state transportation funds.

FIGURE 2: ROADMAP FOR TIP PROJECT LISTING

**ROADMAP FOR TIP PROJECT LISTING**  
 BELOW IS AN EXAMPLE OF A PROJECT LISTING. IT IS NOT A REAL TIP PROJECT.

State Department of Transportation (NJDOT) ID number

County where project is located

Project Title

Indicates that project is identified as a Major Regional Project in the DVRPC long-range plan

**DVRPC FY2016-2019 TIP for NJ**

**New Jersey Highway Program**

**Burlington**

**Final Version**

DB# 91315

AQCODE: S19

New Bridge over Happy Creek

LRPID: 13

New

This project will replace the decks, superstructure, and substructure of the New Bridge over Happy Creek structure. Pavement resurfacing will be included within project limits. New sidewalks and bike lanes will also be included, which will connect pedestrians/cyclists to the park along the river.

CMP: Not SOV Capacity Adding

Municipalities: Palmyra Borough

CIS Program Subcategory: Bridge Preservation

Project Manager: And, Drew

Mileposts: 0.13

Improvement Type: Bridge Repair/Replacement

DVRPC Planning Area: Developed Community

CIS Program Category: Bridge Assets

Indicators of Potential Disadvantage: 0

Sponsor: DVRPC

Local Project: Y

Project Manager assigned by NJDOT

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
CON	STP-STU	2.000									
Fiscal Year Total		2.000									
		<b>Total FY2016-2019</b>				<b>Total Later FY2020-2025</b>					
					<b>2.000</b>						

Fund type for each phase: see pages 45 to 50 for explanations. Note that "\*" following a fund type indicates conversion funds for advanced construction phases

Anticipated construction project phase: see pages 44 to 45 for explanations of all project phases

NJDOT CIS/Asset program subcategory

Congestion Management Process (CMP) codes: see page 44 for explanation

Air Quality Code: see pages 40 to 42 for explanation

Note: Funds are in \$ Millions.

"Y" indicates a project is in DVRPC's Local Program. See Appendix E for further details.

Sponsor of project identifies and defines the project, and oversees the project's management

Highest Indicator of Potential Disadvantage for Environmental Justice: see page 44 for explanation

NJDOT Capital Investment Strategy (CIS) or Asset notations demonstrate one of the nine NJDOT investment categories

Community types which correspond to long range planning policies: see page 43 for discussion

Indicates if a project is "New" (either a "Breakout," a Study and Development "Graduate," or other) or "SD" for a project that is currently in the Study & Development Program and has funding in the TIP: see page 43 for further explanation