

## 5. Glossary

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The following serves as a guide to terms used in the Transportation Improvement Program (TIP):

### Advance Construction (AC)

Procedure to advance federally funded projects into the current fiscal year and implement the project immediately. Funding is through available other sources of money by the State. In future years, federal funds are used to reimburse the initial funding source.

### Asset Management Categories

Projects are funded under various funding categories, depending on the type of work to be done. For purposes of the TIP, the Asset Management Category is linked to NJDOT's Core Mission and the Capital Investment Strategy (CIS) category and subcategory. The combination of the three is reported as Asset Management Category. The categories included below are listed separately in this glossary with definitions and a listing of sub-categories:

- Airport Assets
- Bridge Assets
- Capital Program Delivery
- Congestion Relief
- Local Systems Support
- Mass Transit Assets
- Multimodal Programs
- Road Assets
- Safety Management
- Transportation Support Facilities Assets

### Airport Assets

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes work that is anticipated to preserve, maintain and improve New Jersey Aviation facilities for the development of an efficient air transportation system that responds to the needs of its users and the public. Administration of New Jersey Aviation System includes Public Use Airports that consist of a complex system of facilities operated by State, County, Municipal and private entities. The Airport Assets category includes the one (1) following sub-category:

- Aviation

### Bridge Assets

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes projects which are designed to keep existing bridges functioning and in a state of good repair, including work which rehabilitates or replaces existing bridges to current design standards. The Bridge Assets category includes the twelve (12) following sub-categories:

- Bi-State Bridges
- Bridge Capital Maintenance
- Bridge Capital Maintenance O&M
- Culverts
- Dams

- Bridge Management
- Bridge Rehabilitation and Replacement
- Bridge Safety Improvements
- Bridge Deck Rehabilitation and Replacement
- NJ Transit Bridges
- Railroad Overhead Bridges
- Signs

### Bridge-Off

This federal-aid funding category provides funds to NJDOT for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete per federal definitions. This funding is used for bridges that are off the federal-aid system.

### Bridge Preservation

This project category classification includes work, which is designed to keep the existing bridges functioning, and in a state of good repair, including work which rehabilitates or replaces existing bridges to current design standards. Program categories within this classification include bridge rehabilitation and replacement, bridge capital maintenance, bridge management, local bridges, NJ Transit bridges, and railroad overhead bridges.

### Capital Acquisition (CAP)

This phase of work denotes the acquisition of rolling stock by NJ Transit. Statewide Investment (SWI)—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.

### Capital Program Delivery

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes program implementation costs for various phases of projects, including construction, contractor support, planning programs and studies, scoping and design, right-of-way and utility work, and quality assurance. The Capital Program Delivery category includes the thirteen (13) following sub-categories:

- Construction
- Contractor Support
- Corridor Studies
- Operational Support
- Planning Programs and Studies
- Planning Studies
- Program Implementation Costs
- Project Scoping and Design
- Quality Assurance
- Right of Way and Utility
- Transportation Grants
- Transportation Security
- Unanticipated Expenses

## Capital Program Support

This New Jersey Statewide Capital Investment Strategy (SCIS) project category classification includes a variety of “overhead” type activities that indirectly contribute to the project pipeline. Program categories within this classification include facilities and equipment, contractor support, and operational support.

## CASINO REVENUE

Annual allocation of the 8.5% of the Casino Revenue Fund appropriated to NJ Transit for transportation services for senior citizen and disabled residents.

## Certificates of Participation (COPS)

Funds freed up on existing COPS Notes substituting insurance policy to NJ Transit for a cash reserve fund to guarantee payment to the note holders.

## Concept Development (CD/LCD)

The purpose of the Concept Development phase of work 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).

## Congestion Management

This project category classification encompasses work that improves the flow of people and goods along transportation corridors. Specific programs under this heading include highway operational improvements, bottleneck widening, intelligent transportation systems, demand management, and congestion management system.

## Congestion Mitigation and Air Quality (CMAQ)

This federal-aid funding category to NJDOT and NJ Transit was established under the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) to support projects which improve air quality and/or relieve congestion without adding new highway capacity. This program was designed to help states meet their Clean Air Act obligations. The federal Moving

Ahead for Progress in the 21st Century Act (MAP-21) has an increased focus on addressing PM-2.5.

## Congestion Relief

This New Jersey Statewide Capital Investment Strategy (SCIS) category encompasses work that improves the flow of people and goods along transportation corridors. Specific programs under this heading include highway operational improvements, bottleneck widening, missing links, major widening, intelligent transportation systems and travel demand management. The Congestion Relief category includes the nine (9) following sub-categories:

- Air Quality
- Bottleneck Widening
- Demand Management
- Highway Operational Improvements
- Intelligent Transportation Systems
- Major Capacity Increase
- Major Widenings
- Missing Links
- NJ Transit Congestion Relief

## Construction (CON)

A phase or type of work involving the actual building of a project.

## Core Mission

The NJDOT's mission has been broken up into five Core Missions as part of Governor Christie's Performance Budgeting Initiative. Performance data and expenditures are tied to the Core Missions listed below. For purposes of the TIP, the Core Mission is linked to the Capital Investment Strategy (CIS) category and subcategory, reported as Asset Management Category.

- Infrastructure Preservation
- Safety
- Operations and Maintenance
- Mobility and Congestion Relief
- Mass Transit

## Delaware Valley Regional Planning Commission (DVRPC)

The Metropolitan Planning Organization (MPO) covering the counties of Mercer, Burlington, Camden, and Gloucester.

## Demonstration Funds (DEMO)

Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. This funding category to NJDOT includes "demonstration" funding provided under ISTEA, as well as "high priority project" funding provided under Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). These projects, with "demonstration" or "high priority project" funding often have special rules of use.

## Design and Construction (EC)

A phase of work in which funding is provided for both design and construction costs.

## Design, Right of Way, and Construction (ERC)

A phase of work in which funding is provided for design, right of way, and construction costs.

## Feasibility Assessment (FA/LFA)

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).

## Ferry Boat Program (FBP-FHWA)

Federal funds to NJDOT are allocated for improvements to ferry boats and ferry terminal facilities throughout the state.

## Final Design (DES)

The purpose of the Final Design phase of work 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 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.

## Full Funding Grant Agreements (FFGA)

FFGAs to NJ Transit are authorized under Federal transit law and are the designate means for providing new starts funds to projects.

## Funding Categories

Projects are funded under various funding categories, depending on the type of work to be done.

The NJDOT funding categories include:

- BRIDGE-OFF
- Congestion Mitigation and Air Quality (CMAQ)
- Demonstration Funds (DEMO)
- Ferry Boat Program (FBP-FHWA)
- Highway Safety Improvement Program (HSIP)
- Local Technical Assistance Program (LTAP)
- National Highway Performance Program (NHPP)
- OTHER
- PANY-NJ
- Planning (PL/PL-FTA)
- Rail-Highway Grade Crossings Program (RHC)
- Recreational Trails (RTP)
- Statewide Planning and Research (SPR/SPR-FTA)
- Surface Transportation Program (STP)
- STATE
- To Be Determined (TBD)
- Transportation Alternatives Program (TAP)

NJ Transit funding categories are indicated generally by reference to federal statutory categories and are identified as follows:

- CASINO REVENUE
- Certificates of Participation (COPS)
- Congestion Mitigation and Air Quality (CMAQ)
- Full Funding Grant Agreements (FFGA)
- MATCH
- METRO-NORTH
- Operating (OPER)
- OTHER
- PANY-NJ
- Section 5307 (SECT 5307)
- Section 5309 (SECT 5309)
- Section 5310 (SECT 5310)
- Section 5311 (SECT 5311)
- Section 5324 (SECT 5324)
- Section 5326 (SECT 5326)
- Section 5337 (SECT 5337)
- Section 5339 (SECT 5339)
- Section 5340 (SECT 5340)
- STATE
- Surface Transportation Program (STP)
- Transportation Alternatives Program (TAP)
- Transit-Oriented Development (TOD)

## Highway Safety Improvement Program (HSIP)

This federal-aid funding category to NJDOT 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. MAP-21 has continued this program with a focus on performance measures and targets.

## Infrastructure Preservation

One of NJDOT's five Core Missions described as projects and programs with a primary focus on preserving, rehabilitating, or reconstructing existing physical assets, such as roads and bridges.

## Intermodal Programs

This project category classification includes work that addresses improvements/provisions for alternative modes of transportation. Program categories within this classification include aviation, goods movement, bicycle/pedestrian, ferries, paratransit, intermodal connections, rail, and other modes.

## Job Access and Reverse Commute Program (JARC)

Non-Federal Transportation Administration funds used to meet local share match for Job Access and Reverse Commute Program (JARC).

## Local Aid

This project category classification provides for development and implementation of transportation improvements on the local roadway network. Program categories within this classification include local aid to counties, local aid to municipalities, local aid discretionary, local aid other programs, local roadway improvements, and regional planning and project development.

## Local System Support

This New Jersey Statewide Capital Investment Strategy (SCIS) category provides for development and implementation of transportation improvements on the local roadway network. Examples of program categories within this classification are local aid to counties and local aid to municipalities, bicycle/pedestrian, regional planning, and project development. The Local System Support category includes the fifteen (15) following sub-categories:

- Economic Development
- Local Aid to Counties
- Local Aid to Municipalities
- Local Aid, Discretionary
- Local Aid, Other Programs
- Local Bridges
- Local ITS Improvements
- Local Mobility Improvements
- Local Roadway Improvements
- Local Safety Improvements
- Local System Support
- NJ Transit Local System Support
- Other Programs
- Regional Planning and Project Development
- Transportation Enhancements

## Local Technical Assistance Program (LTAP)

Federal funds to NJDOT are allocated for the 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.

## Mass Transit

One of NJDOT's five Core Missions described as passenger transportation services operating on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time.

## Mass Transit Assets

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes light rail, rail and bus physical assets required to bring the transit system to a state-of-good-repair. The Mass Transit Assets category includes the eleven (11) following sub-categories:

- AMTRAK
- Bus
- DRPA/PATCO Transit Assets: Facilities & Equipment
- Ferry Infrastructure
- Homeland Security
- Light Rail
- Light Rail Rolling Stock Debt
- PANYNJ/PATH Transit Assets: Facilities & Equipment
- Rail
- Rail Rolling Stock Debt
- Technology

## MATCH

These are local funds to NJ Transit that are needed to match federal funding (JARC and SECT 5311).

## METRO-NORTH

Funding to NJ Transit received from the Metro-North Commuter Railroad of the New York Metropolitan Transportation Authority.

## Metropolitan Planning Organizations (MPOs)

Metropolitan Planning Organizations (MPOs) are planning organizations that serve as the forum for cooperative transportation decision making for metropolitan planning areas as required by federal regulations. MPOs consist of representatives of state and local governments and major transportation agencies. There are three MPOs in New Jersey:

- Delaware Valley Regional Planning Commission (DVRPC)
- North Jersey Transportation Planning Authority (NJTPA)
- South Jersey Transportation Planning Organization (SJTPO)

## Mobility and Congestion Relief

One of NJDOT's five Core Missions described as projects and programs with a primary focus on maintaining or increasing the movement of passengers and goods. Projects and programs that are not safety or infrastructure preservation, but that improve quality of life.

## Multimodal Programs

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes work that addresses improvements/provisions for alternative modes of transportation. Program categories within this classification include goods movement, bicycle/pedestrian, ferries, paratransit, intermodal connections, rail, maritime, and other modes. The Multimodal Programs category includes the seven (7) following sub-categories:

- Bicycle/Pedestrian
- Bicycle/Pedestrian Mobility
- Ferries
- Goods Movement
- Intermodal Connections
- Maritime
- Other Modes

## National Highway Performance Program (NHPP)

As established by MAP-21, the National Highway Performance Program provides support to NJDOT 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.

## North Jersey Transportation Planning Authority (NJTPA)

The Metropolitan Planning Organization (MPO) covering the counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren.

## Operating (OPER)

These are fare box revenue funds to NJ Transit.

## Operations and Maintenance

One of NJDOT's five Core Missions described as routine and regular expenditures required to keep the highway surfaces, shoulders, roadsides, structures, and traffic control devices in usable condition; maintain facilities; purchase winter operations equipment, light trucks, cars, and construction equipment; and respond to winter storms and emergencies. This core mission also includes administrative operations such as human resources, and budget and accounting, which support more than one of the core missions.

## OTHER

Third-party funds to NJDOT and NJ Transit represent funding provided from other sources, including but not limited to, bi-state and autonomous authorities, private entities, and local governments.

## PANY-NJ

This represents funding provided to NJDOT and NJ Transit by Port Authority of New York and New Jersey.

## Phases of Work

This classification indicates the stage of development of a project as it moves through the project delivery process. The phases of feasibility assessment (FA) and preliminary design (PD) are no longer being conducted on new projects, but some projects have been grandfathered through completion of these phases. The phases of work include:

- Capital Acquisition (CAP)
- Concept Development (CD/LCD)
- Construction (CON)
- Final Design (DES)
- Design and Construction (EC)
- Design, Right of Way, and Construction (ERC)
- Feasibility Assessment (FA/LFA)
- Preliminary Design (PD/LPD)
- Preliminary Engineering (PE/LPE)
- Planning Study (PLS)
- Project Development (PRD)
- Problem Screening (PS)
- Right of Way (ROW)
- Utility (UTIL)

## Planning (PL/PL-FTA)

This federal-aid funding category provides funds to NJDOT for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization (MPO).

## Planning Study (PLS)

A phase or type of work involving traffic studies needs analyses, corridor studies, and other work preparatory to project development. See also “Concept Development.”

## Preliminary Design (PD/LPD)

The Preliminary Design phase of work is the process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative. PD denotes preliminary design by NJDOT; LPD denotes local preliminary design by a local entity (MPO, county, municipality).

## Preliminary Engineering (PE/LPE)

The Preliminary Engineering phase of work 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, several activities are simultaneously set in motion based on the Preliminary Preferred Alternative (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).

## Problem Screening (PS)

The Problem Screening phase of work 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.

## Project Categories

For program planning and analysis, transportation improvements are classified into categories, generally defined by the type of "product" they produce. This classification system improves the New Jersey Department of Transportation's ability to develop system objectives and performance measurements. These classifications are:

- Bridge Preservation
- Capital Program Delivery
- Capital Program Support
- Congestion Management
- Intermodal Programs
- Local Aid
- Quality of Life
- Roadway Preservation
- Safety
- Strategic Mobility

## Project Delivery Process

The Project Delivery Process is how the New Jersey Department of Transportation (NJDOT) evaluates, plans, designs, and constructs capital projects. The NJDOT's Project Delivery Process

aligns with Federal Highway Administration (FHWA) requirements to use of a formal project delivery process to obtain approval and access to Federal funding. It controls and simplifies the process by which Federal approval and funding is obtained. The NJDOT project delivery process in order of occurrence includes:

1. Problem Screening (PS)
2. Concept Development (CD)
3. Preliminary Engineering (PE)
4. Final Design (DES)
5. Construction (CON)

## Project Development (PRD)

A phase or type of work used by NJ Transit, which is intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.

## Public Involvement Policy

The Public Involvement Plan (PIP) documents the rules SJTPO will follow and identifies some methods that SJTPO will employ in its efforts to ensure that planning efforts include the public to the greatest degree reasonably possible.

## Quality of Life

This project category classification includes work which is designed to enhance the environment associated with, or impacted by, transportation improvements. Program categories within this classification include transportation enhancements, noise walls, landscape, air quality, signs, wetland mitigation, and rest areas.

## Rail-Highway Grade Crossing Program (RHC)

This is a federal funding category provided to NJDOT, and 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.

## Recreational Trails (RTP)

New Jersey's Recreational Trails Program allocated to NJDOT provides grants to public agencies and nonprofit organizations for a variety of trail projects. The New Jersey Department of Environmental Protection, Division of Parks and Forestry, is the administrator of the program.

## Right of Way (ROW)

A phase or type of work denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes.

## Road Assets

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes projects which are designed to keep the existing highway system functioning and in a state of good repair, including work which upgrades segments of the system to current design standards (e.g. safety treatments that are part of a general roadway project such as signs, guiderail, barrier curb, traffic signals as opposed to individual line-item programs that exclusively include signs or traffic signals only). The Road Assets category includes the sixteen (16) following sub-categories:

- Drainage
- Drainage – Operations and Maintenance (O&M)
- Environmental Remediation
- Highway Capital Maintenance
- Highway Capital Maintenance – O&M
- Highway Rehabilitation and Reconstruction
- Highway Resurfacing
- Landscape
- Landscape – O&M
- Noise Walls
- Pavement Management System
- Quality of Life
- Signs
- Signs – O&M
- Truck Size and Weight Control
- Wetlands Mitigation

## Roadway Preservation

This project category classification includes work that is designed to keep the existing highway system functioning and in a state of good repair, including work which upgrades segments of the system to current design standards. Program categories within this classification include highway rehabilitation and reconstruction, highway resurfacing, highway capital maintenance, drainage, truck size and weight control, pavement management system, and dams.

## Safety

One of NJDOT's five Core Missions described projects and programs with a primary focus on improving public health and safety of motorists, pedestrians, cyclists and other users of the transportation network by reducing transportation-related fatalities and injuries.

As a Project Category, the Safety classification includes work that is designed to improve safety for the traveling public on the existing highway system. Program categories within this classification includes safety improvements, safety management, and safety capital maintenance.

## Safety Management

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes safety programs aimed at reducing the frequency and severity of crashes and promoting the all-round engineering, education, and enforcement approach of Safety First. “Safety First” is further reflected in several other NJDOT supported projects that utilize the 4E’s (Engineering, Education, Enforcement, and Emergency Medical Services (quicker response and care) and other measures to enhance safety and reduce crashes. The Road Assets category includes the six (6) following sub-categories:

- Bicycle/Pedestrian Safety
- Rockfall Mitigation
- Safety Capital Maintenance
- Safety Capital Maintenance – Operations and Maintenance
- Safety Improvements
- Safety Management

## Section 5307 (SECT 5307)

Under MAP-21, this program has been consolidated to include the Job Access and Reverse Commute (JARC) program (formally SECT 5316). Federal Transit Administration Urbanized Area Formula Program, including funding to NJ Transit for Transportation Enhancements (SECT 5307-TE), Transportation Alternatives Program (SECT 5307-TAP), and Associated Transit Improvements (SECT 5307-ATI).

## Section 5309 (SECT 5309)

See SECT 5339 (Bus and Bus Facilities Program).

## Section 5310 (SECT 5310)

Enhanced Mobility of Seniors and Individuals with Disabilities. This program provides formula funding to NJ Transit to increase the mobility of seniors and persons with disabilities. The former New Freedom Program (SECT 5317) is folded into this program.

## Section 5311 (SECT 5311)

Non-urbanized Area Formula Program-Federal funding is provided to NJ Transit for rural public transportation programs (formerly known as the Section 18 Program). Job Access and Reverse Commute (JARC) program funds are also eligible under the Rural Area Formula Program.

## Section 5324 (SECT 5324)

This NJ Transit funding category assists States and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a State has declared an emergency or the President has declared a major disaster. The program funds capital projects to

protect, repair, reconstruct or replace equipment and facilities. It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service or changing public transportation route service before, during or after an emergency in an area directly affected.

### **Section 5326 (SECT 5326)**

This NJ Transit funding category is also known as Transit Asset Management. MAP-21 requires 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 sub recipients 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.

### **Section 5337 (SECT 5337)**

Under this NJ Transit funding category, MAP-21 establishes a new formula-based State of Good Repair grant program dedicated to repairing and upgrading the nation’s rail transit systems along with high intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). This program replaces the Fixed Guideway Modernization program (SECT 5309). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a Transit Asset Management Plan to receive funding. The new formula comprises: (1) the former Fixed Guideway Modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes.

### **Section 5339 (SECT 5339)**

This NJ Transit funding category is also known as Bus and Bus Facilities Formula grant program. A new formula grant program which replaces Section 5309. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs (SECT 5307 and SECT 5311, respectively).

### **Section 5340 (SECT 5340)**

This NJ Transit funding category is also known as High Density and Growing State Apportionments.

## South Jersey Transportation Planning Organization (SJTPO)

The Metropolitan Planning Organization (MPO) covering the counties of Atlantic, Cape May, Cumberland, and Salem.

### STATE

The “STATE” category is used to show the disposition of funding to NJDOT and NJ Transit received from the New Jersey Transportation Trust Fund.

### State Aid

Money allocated to each county based upon a specific statutory and regulatory formula. Funding is available through the State’s Transportation Trust Fund (TTF).

### Statewide Planning and Research (SPR/SPR-FTA)

Under Federal law, this NJDOT funding category requires a percentage of funds allocated to states for highway improvements to be devoted to planning and research activities.

### Strategic Mobility

This project category classification includes work that adds to the capacity of the transportation system through major capital construction. Under this heading are projects listed as missing links, major widening, and economic development.

### Surface Transportation Program (STP)

The Surface Transportation Program is a federal-aid funding category for NJDOT and NJ Transit. The program, established under ISTEA, encompasses funding previously made available under various smaller federal-aid categories as well as a broad, flexible component. Funding must be set aside for transportation enhancement (STP-TE). Sub-allocations must be made to urbanized and non-urbanized areas (STP-NJ, funding provided to NJTPA; STP-STU, funding provided to DVRPC; STP-SJ, funding provided to SJTPO).

### To Be Determined (TBD)

Funding to NJDOT has not yet been determined for the unconstrained years of the Capital Program.

### Transportation Alternatives Program (TAP)

The Transportation Alternatives Program consolidates funding to NJDOT and NJ Transit from FHWA’s former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs. MAP-21 eliminates the 10% set-aside under the Surface Transportation Program for

“transportation enhancements” and replaces it with the new “transportation alternatives” program.

NJDOT utilizes the funding source for programs and projects 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.

Eligible activities are broadly defined and with respect to transit include construction, planning and design of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs, and historic preservation and rehabilitation of historic transportation facilities.

### Transit-Oriented Development (TOD)

Under MAP-21, this NJ Transit funding category creates a new discretionary pilot program for Transit Oriented Development planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit or core capacity projects.

### Transportation Support Facilities

This New Jersey Statewide Capital Investment Strategy (SCIS) category includes projects designed to preserve, maintain and improve physical plant infrastructure including office buildings, rest areas, maintenance facilities, toll plazas and existing park and ride locations. Bus stops and train stations are included under Mass Transit Assets. The Transportation Support Facilities category includes the two (2) following sub-categories:

- Facilities and Equipment
- NJ Transit Facilities and Equipment

### Utility (UTIL)

In some cases with this phase of work, the utility relocation work associated with a project must be programmed separately from the actual construction phase of work.