

South Jersey Transportation Planning Organization 2035 Regional Transportation Plan Update



Approved July 2008
Revised November 2010

Acknowledgements

The South Jersey Transportation Planning Organization's (SJTPO's) 2035 Regional Transportation Plan was produced through a collaborative effort of the SJTPO's consultant team (Parsons Brinckerhoff, Urbitran, and M.A. Culbertson), the SJTPO, and others.

The SJTPO Policy Board drove the development of the Plan's goals and objectives, and provided the endorsement of Plan, with technical guidance provided by the SJTPO Technical Advisory Committee.

The SJTPO Citizens' Advisory Committee (CAC), which brings representatives from a broad cross-section of interests into SJTPO's structure, played an important role in soliciting public input throughout the development of the Plan.

Our appreciation extends as well to the many interested members of the public, elected officials, and agency representatives who contributed a great deal to the Plan.

The preparation of this report has been financed in part by the U.S. Department of Transportation, Federal Transit Administration, and the Federal Highway Administration. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or its use.

South Jersey Transportation Planning Organization Policy Board

(As of 06/30/2008 – [Click here for current listing](#))

DANIEL M. BEYEL

Chairman, SJTPO
Cape May County Freeholder Director

THOMAS RUSSO

Vice-Chairman, SJTPO
Atlantic County Freeholder Vice-Chairman

CHARLES R. SULLIVAN

Secretary/Treasurer, SJTPO
Salem County Freeholder

DOUGLAS M. RAINEAR

Freeholder
Cumberland County

THOMAS A. WOSPIL

Director, Capital Investment Planning
NJ Department of Transportation

PIPPA WOODS

Capital Planning & Programs
NJTRANSIT

ROBERT ROMANO

Mayor
City of Vineland

LEONARD C. DESIDERIO

Mayor
City of Sea Isle

JEFFREY T. RIDGWAY

Committeeman
Pittsgrove Township

SCOTT EVANS

Mayor
City of Atlantic City

KATHLEEN AUFSCHNEIDER

Deputy Executive Director
S.J. Transportation Authority

Table of Contents

Acknowledgements..... 1

 South Jersey Transportation Planning Organization Policy Board..... 1

Introduction 5

 About the SJTPO..... 5

 What is an RTP and Why Do We Need It?..... 5

 Regional Transportation Plan FAQ..... 5

 What Is It? 5

 Why Is It Prepared?..... 5

 Who Prepares It?..... 5

 How Do I Find It? 6

 How Do I Get Involved?..... 6

Public Involvement and Agency Guidance..... 6

 Public Involvement Links..... 6

 Goal Setting..... 7

Context – Regional Overview and Assessment..... 9

 Demographics 10

 SJTPO Population and Employment Forecasts..... 11

 Challenges for the Region 11

 Influencing Factors..... 12

Multimodal Transportation System 13

 NJDOT Congestion Management System 14

 NJDOT Bridge Management System 14

 NJDOT Pavement Management System 15

 Growth Impacts..... 16

 Future Build Analysis..... 16

Strategies and Implementation Plan..... 17

 Transportation Improvement Program (TIP) 18

 Congestion Management and Regional Corridor Improvements..... 18

 NJ 55 and the NJ 55/47/347/CR 657 Corridor..... 19

 US 40/322..... 19

 Cumberland County CR 552 19

Wrangleboro Road Corridor.....	20
US 9/Garden State Parkway Corridor.....	20
US 130/NJ 49 Corridor.....	20
Additional Corridors.....	21
Bridge Management System.....	21
Pavement Management System.....	21
Congestion Management System.....	21
South Jersey Travel Demand Model (SJTDM) Enhancements.....	22
CRDA/Atlantic City Regional Transportation Plan.....	22
Safety and Security.....	22
Emergency Evacuation – Strategies.....	23
Emergency Evacuation – Results.....	24
ITS Implementation and Regional Architecture.....	24
Transit.....	25
South Jersey Regional Rail Study.....	25
Bicycle / Pedestrian Mobility.....	26
Cumberland County Bike Trail Study.....	26
Multimodal Freight Movement.....	27
Tourism and the Regional Economy.....	27
Smart Growth and the Environment.....	28
Air Quality Conformity Assessment.....	28
Financial Overview.....	29
South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds.....	30
Additional Information.....	31
SJTPO 2035 RTP Update Transportation Improvement Program.....	31
Transportation System Assessment.....	31
Strategies and Implementation Plan.....	31
RTP Public Involvement Program.....	31
Transportation Improvement Program (TIP).....	31
Air Quality Conformity Determination.....	31

Introduction

About the SJTPO

The South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) for the southern New Jersey region. Formed in mid-1993, SJTPO replaced three smaller, existing MPOs while incorporating other areas not previously served. Covering Atlantic, Cape May, Cumberland, and Salem counties, the SJTPO works to provide a regional approach to solving transportation problems.

SJTPO coordinates the planning activities of participating agencies and provides a forum for cooperative decision-making among state and local officials, transit operators, and the general public. In addition, the SJTPO adopts long-range plans to guide transportation investment decisions, and maintains the eligibility of its member agencies to receive federal transportation funds for planning, capital improvements, and operations.

What is an RTP and Why Do We Need It?

The RTP serves as the official plan for the SJTPO region and guides the region's transportation decision-making for the next 25 years. It does this by maintaining the existing transportation infrastructure while addressing future problems and needs of the region. In addition, the RTP provides the basis for coordinated transportation planning around the region and identifies future needs so that more detailed studies may take place. Finally, these detailed planning studies provide the technical and environmental analyses needed to enter projects into the federal and state funding pipeline. The RTP also includes a comprehensive review of current transportation resources in South Jersey. It includes highways, transit, bicycle, pedestrian, and intermodal facilities. For each travel mode, the demand for travel is reviewed, needs are assessed, and opportunities and strategies for improvement are discussed.

Regional Transportation Plan FAQ

What Is It?

The RTP guides the transportation decision-making for a 25-year horizon. It establishes needs and identifies key issues for regional transportation. It serves to identify and prioritize available funding sources, and reflects regional priorities.

Why Is It Prepared?

The RTP is required by federal legislation in order to receive transportation funds.

Who Prepares It?

The South Jersey Transportation Planning Organization (SJTPO) is responsible for the preparation of the RTP.

How Do I Find It?

Paper copies are available at SJTPO offices, and electronic copies are available on the SJTPO website.

How Do I Get Involved?

Contact the SJTPO and review the 2035 RTP Public Involvement Plan:

Online: www.sjtpo.org
 By Email: sjtpo@sjtpo.org
 By Phone: (856) 794-1941

Public Involvement and Agency Guidance

The Public Involvement Program ensures that the RTP Update furthers the Plan's established goals and policies and is consistent with the Federal planning factors by incorporating input from both the public and key regional decision makers and transportation service providers. The RTP Update incorporates public involvement at critical milestones and is designed to accommodate a wide range of participant access and input.

The outreach efforts during the RTP update process included meetings of the Citizens Advisory Committee, the Technical Advisory Committee, the SJTPO Policy Board, and the general public through two public meetings.

Public Involvement Links

- SJTPO Policy Board**
 The governing body of the SJTPO is the Policy Board. It consists of eleven voting members: one elected official from each county government, one municipal elected official from each county (specifically including the Mayors of Atlantic City and Vineland), and one representative each from the New Jersey Department of Transportation, New Jersey Transit, and the South Jersey Transportation Authority.
- Citizens' Advisory Committee (CAC)**
 The Citizens Advisory Committee represents a broad cross-section of civic and business groups, environmental interests, and private provider and user groups.
- Technical Advisory Committee (TAC)**
 A fourteen member Technical Advisory Committee provides input to the Policy Board.



- **RTP Public Meetings**
- **FY '09 TIP Conformity – November 2008**
Documents the demonstration of transportation conformity of the SJTPO FY 2009-2012 Transportation Improvement Plan and the 2035 SJTPO RTP.
- **2025 RTP Public Outreach Program Support**
Designed to complement SJTPO public outreach efforts for the 2025 Regional Transportation Plan, the goal for the program was to foster regional awareness of the Year 2025 Regional Transportation Plan.
- **Telephone Opinion Survey – May 2007**
In order to gain insight into the public's perceptions of the issues and concerns that were expressed during these previous research efforts, the SJTPO conducted a telephone opinion survey among area residents that would present meaningful information for the SJTPO 2035 regional plan update.
- **FHWA 2007 MPO Certification Report**
Contains an assessment of the operations of the SJTPO and its conformance with the Federal planning process.
- **Environmental Justice – June 2002**
Contains a discussion of the findings from outreach efforts directed toward community-based organizations, social agencies, and others that work with low-income and minority populations.

Goal Setting

Transportation planning and decision-making for the SJTPO region are guided by a series of goals and policies. These goals and policies reflect the priorities, needs, and values of the region's citizens, decision-makers, and business community. Input was solicited from members of the SJTPO Policy Board and TAC on the 2035 RTP Goals and Policies. Based on the responses, the following goals and policies are proposed to guide the regional transportation decision-making process; the proposed revisions must be adopted by the board before becoming the official goals and policies of the SJTPO.



Goal: Promote Transportation Choices for the Movement of People and Goods

Policies:

- Expand and improve non-auto transportation systems as needed: aviation, passenger rail, marine, rail freight, bicycle, pedestrian, and public transit.
- Provide for affordable mobility options to all segments of the transportation-disadvantaged

and support welfare-to-work transportation initiatives.

- Support transit-operating subsidies to ensure affordable mobility options.

Goal: Support the Regional Economy

Policies:

- Advance projects to interconnect the transportation system across modes and for all users.
- Improve access to areas of major employment and tourism.
- Improve the efficiency and operations of the existing transportation system.

Goal: Improve Transportation Safety

Policies:

- Ensure the safety of all users of highway, transit, bicycle, pedestrian, and freight systems.
- Fully integrate emergency evacuation issues into regional planning, corridor planning, and project development activities, as appropriate.
- Continue and enhance support of the South Jersey Traffic Safety Alliance and integrate traffic and pedestrian safety considerations into SJTPO's policies and programs.



Goal: Improve Security

Policies:

- Ensure the security of users of highway, transit, bicycle, pedestrian, and freight systems.
- Fully integrate emergency evacuation security issues into regional planning, corridor planning, and project activities development as appropriate.



Goal: Mitigate Traffic Congestion

Policies:

- Improve the efficiency and operations of the existing transportation system.
- Develop and implement innovative technologies.

Goal: Protect and Enhance the Environment

Policies:

- Encourage cooperative land use and transportation planning activities.
- Encourage the use of alternative transportation modes.



South Jersey Transportation Planning Organization

- Mitigate negative environmental and social impacts of transportation improvements and augment the positive.
- Promote community design and site planning that accommodate and promote transportation choices.



Goal: Enhance the integration and connectivity of the transportation system

Policies:

- Encourage cooperative land use and transportation planning activities.
- Advance projects to interconnect the transportation system.



Goal: Restore, Preserve, and Maintain the Existing Transportation System

Policies:

- Secure dependable, reliable sources of transportation funding.
- Ensure the key elements of the transportation system are restored, preserved, and maintained.
- Explore alternative financing for transportation improvements to supplement fuel and property taxes.

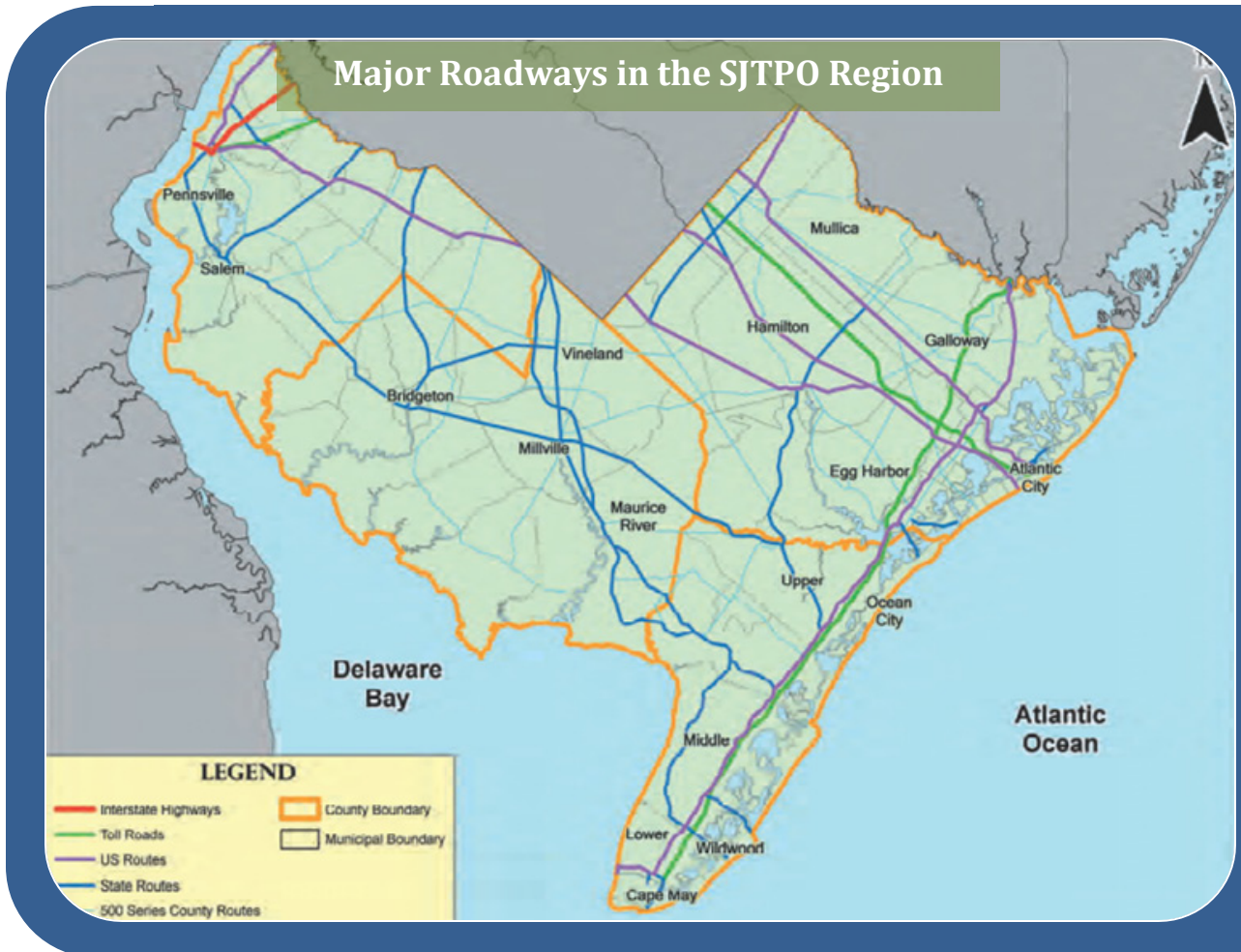
Context – Regional Overview and Assessment

The RTP examines the context for transportation planning and decision-making in South Jersey. Long-range transportation planning requires understanding the demographic characteristics that combine to create the demand for travel. In addition, to be considered are the unique challenges and influencing factors that shape the region.

The demand for travel in southern New Jersey differs from the rest of the state in several key ways, and is dominated by three themes: the unique character of the region compared to the rest of the state, the importance of the gaming and tourism industries, and the seasonal variation in travel.

The SJTPO Regional Profile is prepared by the SJTPO to provide a “snap-shot” of the SJTPO region; it documents the geographic, transportation, and population characteristics of the four counties that comprise the SJTPO region.

The SJTPO region is comprised of 68 municipalities in the four counties of Atlantic, Cape May, Cumberland, and Salem. The region is about 1,778 square miles in total area, accounting for nearly 20 percent of New Jersey's total area of 8,722 square miles but contains less than 7 percent of the State's population.



Demographics

Demographic characteristics of an area influence the demand for travel. Long-range transportation planning requires understanding how demographic characteristics combine to create travel demand. Increases or decreases in the number of people living in an area together with increases or decreases in the number of jobs in that area or region can affect the number, length, and distribution of trips that must be made and consequently the need for transportation facilities and services.

However, the demand for travel in southern New Jersey differs from the rest of the state in several key ways. Southern New Jersey is more rural, its population and jobs are more widely dispersed, the greatest concentration of employment is in one location – Atlantic City – and tourism is an important industry. The southern four counties that comprise the planning area for the SJTPO offer a wide range of land uses, and particular care must be taken to protect the natural resources that characterize the region, making it an attractive and desirable tourist destination.

SJTPO Population and Employment Forecasts

The SJTPO is responsible for preparing and maintaining population and employment forecasts for the region. These forecasts are provided in 5-year increments and are used to support a variety of planning efforts including the development and maintenance of the South Jersey Travel Demand Model (SJTDM).

The most recent forecasts include projections through the year 2035. The official SJTPO Demographic Forecasts are adopted by the SJTPO Board for use by SJTPO and its member agencies. Overall, the regional employment is forecast to grow about 25 percent and regional population is expected to grow approximately 20 percent. The bulk of the region’s growth in population and employment through 2035 is projected to occur in Atlantic County.

Regional Population and Employment Forecasts

County	Population				Employment			
	Total		Change		Total		Change	
	2007	2035	Net	%	2007	2035	Net	%
Atlantic	276,160	357,570	84,410	29.5%	155,530	204,913	49,383	31.8%
Cape May	101,780	116,010	14,230	14.0%	47,440	56,594	9,154	19.3%
Cumberland	155,160	176,060	20,900	13.5%	64,070	71,053	6,983	10.9%
Salem	66,700	72,710	6,010	9.0%	21,010	25,987	4,977	23.7%
Total	599,800	722,350	122,550	20.4%	288,050	358,547	70,497	24.5%

Source: SJTPO Population and Employment Forecasts, June 2006

SJTPO Population by Age Group, 2000

County	Age 0 to 19 Years		Age 20 to 44 Years		Age 45 to 64 Years		Age 65 Years and Over		Total Pop
Atlantic	69,928	27.7%	91,626	36.3%	56,561	22.4%	34,437	13.6%	252,552
Cape May	24,970	24.4%	30,529	29.8%	26,146	25.6%	20,681	20.2%	102,326
Cumberland	40,929	27.9%	54,402	37.2%	32,020	21.9%	19,087	13.0%	146,438
Salem	18,090	28.1%	21,338	33.2%	15,546	24.2%	9,311	14.5%	64,285
SJTPO	153,917	27.2%	197,895	35.0%	130,273	23.0%	83,516	14.8%	565,601
New Jersey	2,284,107	27.1%	3,104,225	36.9%	1,912,882	22.7%	1,113,136	13.2%	8,414,350

Source: 2000 US Census, SF1

Challenges for the Region

The SJTPO faces numerous challenges in meeting the region’s travel needs now and in the future. This section documents those challenges identified through the RTP process and includes various reports and studies prepared to investigate them through the SJTPO’s regional planning process. Specific actions in response to these challenges are presented in the Strategies Implementation Plan section of this document.

- **Relieving Congestion**
 - Shore Connection Committee Report – 1998
 - US 130 / NJ 49 Corridor Study – June 2005

- CR 552 Study – June 2003
- US 9/Garden State Parkway Study – April 2004
- Millville Airport Study – August 2002
- **Making Driving, Bicycling, and Walking Safer**
- **Planning Emergency Evacuation Routes**
 - Emergency Evacuation Assessment – June 2004
- **Preserving and Aging Infrastructure**
- **Enhancing Tourism**
- **Getting Workers to Jobs**
 - Job Access Reverse Commute (JARC) – 2002, updated in the 2007 SJTPO Human Services Transportation Plans (Atlantic, Cape May, Cumberland, and Salem Counties)
- **Improving Freight Movement**
- **Mobility and Travel Alternatives**
 - South Jersey Regional Rail Study – December 2002
 - Regional ITS Architecture – October 2004
- **Promote Smart Growth Development Solutions**
 - NJFIT Web Site
 - Environmental Mitigation Activities – May 2007

Influencing Factors

SJTPO employment data reflects the importance of the gaming and tourism industries. Shore communities, in particular, experience significant seasonal fluctuations in both population and employment. The transportation system must accommodate an enormous influx of seasonal and **recreational** visitors, the majority of whom travel by car or bus. Many shore communities have lengthened the traditional summer tourist season in recent years; a number have seen a rise in year-round versus summer-only residents. Atlantic City is a year-round destination for millions.

As such, travel conditions vary considerably from those in much of the rest of the state. These conditions include seasonal variations and **non-traditional peak periods** related to both summer recreational travel and the gaming industry. SJTPO has long maintained that standard measures of travel demand and congestion overlook and under-represent the magnitude and duration of travel peaks experienced in the four-county region.

The SJTPO is also faced with the enormous task of **maintaining the existing transportation infrastructure** while addressing future needs by undertaking significant improvements to the infrastructure. The scale of existing maintenance needs has necessitated targeting most resources and efforts to making these necessary repairs.

Reflecting both Federal planning guidelines and local needs, **safety and security** issues have moved to the forefront of SJTPO planning efforts as indicated in the RTP 2035 Goals.

Key Influencing Factors:

- Gaming and Recreational Travel
- Non-Traditional Travel Peaks
- System Preservation
- Safety and Security



Multimodal Transportation System

The multimodal transportation system assessment presents a review of transportation resources in the SJTPO region, by mode. It begins with highway and continues with transit, bicycle/pedestrian, and intermodal travel, which includes aviation and goods movement. A review is presented, beginning with an overview of facilities and services, demand for travel, condition, and state of repair of infrastructure, an assessment of needs and problems, concerns and influencing factors that represent the unique circumstances of the regions, and opportunities and strategies for improvement.

This assessment builds upon the context presented and documented in previous sections, which described the makeup and diversity of the region and how these attributes shape the unique characteristics of travel in the SJTPO region.



Regional Travel Demand Model

- Household Travel Survey
- Population and Employment Projections

Transit System Performance

Bicycle/Pedestrian

- Cumberland County Bike Trail Study

Intermodal and Freight

Management Systems

- SJTPO Congestion Management System
- Statewide Congestion Management System
- Statewide Bridge Management System
- Statewide Pavement Management System
- Statewide Safety Management System

NJDOT Congestion Management System

The NJDOT maintains a Statewide Congestion Management System (NJCMS) to assist in identifying and evaluating congestion trouble spots across the state using a consistent set of data inputs and measures. The NJCMS relies primarily on traffic volume data and V/C (volume/capacity) ratios to assess traffic conditions on the state's primary roadways. Although it has proven useful in other parts of New Jersey, the NJCMS has severe limitations when applied to the unique travel conditions, time periods, and peaking characteristics of the SJTPO region, where congestion is most severe on summer weekends for recreational and beach traffic, and weekend evening travel related to the Atlantic City's gaming industry. To address these shortcomings, the SJTPO has developed its own South Jersey CMS (SJCMS) to better track and reflect traffic congestion in the region.

Two NJCMS data sets are included in the following table. These data indicate some worsening of traffic congestion between the 2001 and 2005 data.

Number of Congested Hours Per 24-Hour Weekday				
Hours	2001		2005	
	Miles	% of Total	Miles	% of Total
0 to 1	500.77	97.1%	514.87	95.5%
1 to 2	4.00	0.8%	17.34	3.2%
2 or more	11.00	2.1%	7.16	1.3%
Total	515.77	100.0%	539.37	100.0%

Sources: 2001 data – 1990 NJDOT CMS, v. 1.2; 2007 data – 2005 NJDOT CMS, v. 4.04.90

NJDOT Bridge Management System

NJDOT employs a Bridge Management System (BMS) to maintain an inventory of all bridges with a span over 20 feet in New Jersey with information on their physical characteristics, condition, and ownership. Bridges are inspected periodically and the various characteristics are rated on a numerical scale. Based on these data, a bridge can be defined as structurally deficient, functionally obsolete, or both. The purpose of the rating system is to identify eligibility and priority for available funding.

Three BMS data sets are included in the following table. These data indicate some worsening of overall bridge conditions between the 2000 and 2008 ratings, with percentages of Structurally Deficient, Functionally Obsolete ratings increasing over the 9-year period.

Bridge Ratings in the SJTPO Region

Bridge	2000		2003		2008	
	Number	% of Total	Number	% of Total	Number	% of Total
Structurally Deficient	55	11.5%	64	10.9%	78	14.6%
Functionally Obsolete	55	11.5%	70	11.9%	72	13.5%
Neither	368	77.0%	452	77.1%	383	71.9%
Total	478	100.0%	586	100.0%	533	100.0%

Sources: NJDOT Bridge Management System – June 2000, December 2003, January 2008



NJDOT Pavement Management System

NJDOT maintains a database with information on the condition of pavement throughout the state of New Jersey; this database is updated every two years. Until recently, the rating system was based primarily on two criteria. The Ride Quality Index (RQI) describes the comfort level by measuring roughness. The Surface Distress Index (SDI) compiles and measures the severity of surfaces distresses such as cracking, patching, shoulder condition, shoulder drop, faulting, and joints. The Department has recently developed a new rating system, which based on the International Roughness Index (IRI) uses a numerical score to rate pavement condition. The score is then scaled to a pavement rating. The scale varies by facility type with three groupings: Interstate, Freeways, and NHS Highways; Non-NHS Highways; and Other County Highways, with the Interstate/Highway group having the most stringent standards

for pavement condition and a more lenient scale for the lesser facilities.

The following table compares pavement conditions for three data sets – 1997, 2001, and 2006. These data indicate some worsening of overall pavement conditions with almost one-half of the roadways rated as Good in 2001 having degraded to Fair by 2006.

Pavement Conditions in the SJTPO Region

Pavement Rating	1997		2001		2006	
	Miles	% of Total	Miles	% of Total	Miles	% of Total
Very Poor*	3.6	0.9%	9.9	2.5%	20.3	4.2%
Poor	49.4	12.0%	44.5	11.2%	113.3	23.3%
Fair	106.8	26.0%	53.6	13.5%	166.3	34.2%
Good/Very Good	250.6	61.1%	289.2	72.8%	186.5	38.3%
Total	410.4	100.0%	397.2	100.0%	486.4	100.0%

Sources: NJDOT Pavement Management System, 1997, 2001, 2006

Growth Impacts

The SJTDM generates performance measures that indicate how well vehicles flow through the highway network and how the system will operate in the future. Indicators include the total number of trips made, vehicle miles of travel (VMT), and vehicle hours of travel (VHT). VMT represents an estimate of the total miles driven by all motorists in a time period. VHT represents the total hours spent driving by motorists within that same time period.

Population and employment growth influence the demand for travel. SJTPO projects 20.4 percent growth in population and 24.5 percent growth in employment by 2035. SJTDM forecasts similar growth in trips and VMT (24 and 26 percent respectively), but significantly higher growth in VHT (52 percent). The VHT data indicate a worsening of congestion over time, well in excess of the growth in demand and travel measures. The build scenario indicates improved travel conditions with a decrease in total VHT compared to the no-build scenario for 2035.

Future Build Analysis

A variety of methodologies, tools, and data sources were employed to identify future highway needs. These include traffic safety data, the NJDOT management systems (Congestion, Bridge, and Pavement), SJTPO Congestion Management System (SJCMS), SJTPO demographic data forecasts, and the South Jersey Travel Demand Model (SJTDM).

Based on these sources, a list of high-priority need locations was developed. These individual roadway need segments were combined to form two principal high-priority corridors. These corridors formed the basis of the air quality conformity build assessment. Improvement concepts were applied to these two corridors to form the build condition:

- NJ 55/47/347/657 – 42 total lane-miles widened by one lane and 16 interchanges/intersections upgraded
- US 40/322 – 30 total lane-miles widened by one lane and 18 interchanges/intersections upgraded

Regional Travel Indicators, 2007 – 2035 South Jersey Travel Demand Model, Daily Assignment

	2007	2035 No-Build	% Change v. No-Build	2035 Build	% Change v. Build
Daily Trips	1,716,178	2,133,798	24.3%	2,133,256	24.3%
Daily Vehicle Miles Traveled	19,572,469	24,218,080	23.7%	24,589,939	25.6%
Daily Vehicle Hours Traveled	539,374	841,687	56.0%	818,062	51.7%

Strategies and Implementation Plan

The RTP Implementation Plan proposes improvements and action items in response to the region's identified needs and problems, and enhancements to the process used to evaluate and plan for the future health and function of the regional transportation system. In addition to the Transportation Improvement Program and long term investments projects, this proposed multimodal plan includes enhancements to the regional travel demand model, safety and emergency evacuation, ITS, transit, multimodal including freight, and proposals to better integrate land use and transportation to provide long-term congestion benefits and create more livable and sustainable development patterns. According to federal guidance, the RTP must be constrained to reasonable expectations of available financial resources.

The strategies and actions are grouped into the categories below:

- **Transportation Improvement Program (TIP)**
- **Congestion Mitigation and Regional Corridor Improvements**
 - NJ 55 and the NJ 55/47/347/CR 657 Corridor
 - US 40/322
 - Cumberland County CR 552
 - Wrangleboro Road Corridor
 - US 9/Garden State Parkway Corridor
 - US 130 / NJ 49 Corridor
 - Additional Corridors
- **NJDOT Management Systems**
 - Bridge Management System
 - Pavement Management System
 - Congestion Management System
- **South Jersey Travel Demand Model (SJTDM) Enhancements**
- **CRDA / Atlantic City Regional Transportation Plan**
- **Safety and Security**
- **ITS Implementation and Regional Architecture**
- **Transit**
 - South Jersey Regional Rail Study
- **Bicycle/Pedestrian Mobility**
 - Cumberland County Bicycle Trail Study
- **Multimodal and Freight Movement**
- **Tourism and the Regional Economy**
- **Smart Growth and Environmental Protection**

Transportation Improvement Program (TIP)

The TIP is prepared by the SJTPO in collaboration with NJDOT. The TIP lists projects, plans, and programs scheduled for implementation within the next four fiscal years (2008 through 2011). These include state and federally funded state and local highway projects, public transit projects, and statewide transportation programs. The federal government mandates that the TIP be fiscally constrained, based on the resources that can be reasonably expected to be available over its term.

FY2008-2011, the SJTPO region is receiving 10.2 percent of the \$5.5 billion statewide transportation program (excluding statewide programs). The following includes a sampling of SJTPO projects approved for TIP funding (a complete list is available on the SJTPO website):

- Almond Road (CR 540), Centerton Road to Maurice River
- Delilah Road Bridges over US 30 and Water Mains
- Elmer Road, East Avenue to Main Road Resurfacing
- Garden State Parkway Interchange Improvements
- US 9, Northfield Sidewalk Replacement
- CR 575 Pomona Road
- NJ 49/55, Interchange Improvements at NJ 55
- NJ 50 Tuckahoe River Bridge
- NJ 52 Causeway Replacement and Somers Point Circle

Congestion Management and Regional Corridor Improvements

Many arterials in the SJTPO region must serve the dual purpose of providing regional and local mobility. The amount of travel demand placed on the roadways varies significantly based on the day of the week and the season of the year. Volumes can increase significantly in the summer season on many roadways, placing a severe strain on the region's primary roadways.

Trips and the vehicle miles traveled in the SJTPO region are forecast to increase 25 percent, in pace with overall population and employment growth. However, total time spent traveling more than doubles, indicating that the growth in trips will result in a significant increase in system delay, and harming mobility.

While minor improvement concepts have been proposed or are being advanced to improve the efficiency of the existing system, a comprehensive assessment of the long-term needs of the primary corridors in the SJTPO region is necessary to determine the extent of the deficiencies and to develop comprehensive improvement plans. Further work is needed on the priority corridors identified in this plan including the NJ 55/47/347 and US 40/322 corridors. The following sections list the corridors recently studied and the corridors proposed as priority corridors for study and concept development.

NJ 55 and the NJ 55/47/347/CR 657 Corridor

Improving the NJ 55/47 corridor, in a manner that is respectful of the communities through which it passes, and in the least intrusive environmental manner as possible, is a critical need.

The SJTPO has called for measures to add sufficient capacity through major expansion, upgrading of existing facilities, or the development of new facilities on new alignments to develop a lasting solution. A possible completion of the NJ 55 corridor would extend from the existing terminus of NJ 55 in the City of Millville, Cumberland County, to the Garden State Parkway (GSP), in Dennis Township, Cape May County, and additional concepts and potential alignments have been proposed. From a traffic perspective, a new segment of NJ 55 is forecast to carry a significant amount of traffic volume, as the new roadway would draw recreational and long distance traffic from overtaxed local roadways not designed to handle the current and future demands. Congestion and delays are present on NJ 47 and NJ 49, particularly during the summer months, and the future demand is expected to exceed capacity on these two state roads. Thus, the new segment of NJ 55 would provide significant relief to the roadway system, as summer traffic volume would be diverted from two-lane state and county roads.

In addition, as demonstrated in the emergency evacuation assessment, completion of NJ 55 is forecast to significantly improve the ability to move people and goods in the event of an emergency. In these times of increased security threats and the need for homeland security, NJ 55 could play a vital role in everyday life as well as providing an enhanced level of safety that is impossible to achieve with the existing transportation system. In events ranging from hurricanes to nuclear emergencies, the benefits of improved evacuation of up to 650,000 visitors, and the residents and workers in 16 municipalities, far outweigh the cost and impact of completing this vital missing transportation link.

US 40/322

This corridor experiences congestion and was identified through the SJCMS update for 2035 as one of the most congested corridors in the SJTPO region. The corridor serves east-west traffic in the region, one of the few arterials that provided this valuable local and regional mobility, and also serves commercial traffic.

At a minimum, preservation of existing capacity should be a priority in this corridor. Measures to achieve this include the control of access, maintaining in a good state of repair the pavement and bridges in the corridor, and working with the municipalities to promote smart growth concepts in the corridor and surrounding areas.

Cumberland County CR 552

A corridor study, completed in 2003, was undertaken to determine the transportation needs of the Corridor based on both existing and future design peak-hour traffic flows. Other areas such as school speed limits and emergency response travel patterns were also examined. The findings showed that

the CR 552 Corridor would ultimately require widening to a four to five-lane section from Kenyon Road to Main Road with additional improvements at some of the intersections.

With the various intersection and roadway improvements in place, CR 552 should maintain acceptable levels of service. In order to limit the widening that may be needed at various intersections and to aid in decreasing traffic along and within the vicinity of the corridor, trip reduction strategies and/or the introduction of public transit along the corridors should be considered. Ongoing evaluation of the corridor, either through traffic studies, as required by the various municipalities or the County, or through the SJTPO yearly traffic data collection program, is recommended.

Wrangleboro Road Corridor

This corridor serves as a north-south connector between rapidly developing sections of Egg Harbor, Hamilton, and Galloway townships, and is a vital link for both local and regional travelers. Access to several key regional travel corridors is provided through an interchange with the Atlantic City Expressway and signalized intersections at the Black Horse Pike (US 40/322), White Horse Pike (US 30), and Tilton Road (CR 563); the Atlantic City Airport lies adjacent as well. A key element of the project is a widening of the bridge over the Atlantic City Expressway, which is proposed in a study currently being conducted by SJTA. Widening of the Wrangleboro Road/ Pomona Road corridor, as well as intersection improvements were recommended. The intersection improvements have since advanced to construction.

US 9/Garden State Parkway Corridor

Together, these two parallel roadways provide the primary recreational routes into Cape May County from Central and Northern New Jersey, as well as New York, New England, and Canada. This corridor study made a series of High and Medium Priority recommendations over both the short- and long-term. The improvements and range of problems addressed included bicycle and pedestrian facilities, drainage improvements, geometric deficiencies, intersection improvements, roadway rehabilitation, and interchange improvements.

US 130/NJ 49 Corridor

Key study area issues for this corridor included congestion and delay, safety, mobility deficiencies, smart growth, regional growth, and economic development. The study area was targeted by Salem County's Delaware River and I-295/New Jersey Turnpike Planned Growth Corridor Study, which seeks to guide future growth to areas where supporting infrastructure already exists. Six primary needs were identified for the US 130 / NJ 49 corridor: economic development, the promotion of alternative modes of transportation, roadway and pedestrian safety, congestion relief, reconfiguring the triangle area (confluence of I-295, the New Jersey Turnpike, US 130, NJ 49, and Hook Road), and Smart Growth objectives. An implementation plan was developed, identifying sidewalk, intersection operational improvements, regional improvements, smart growth, and other initiatives for the area.

Additional Corridors

In meetings with the Citizens Advisory Committee, several additional corridors were identified for future study:

- Vineland/Millville - CR 555
- NJ 47/Vineland/Millville

Bridge Management System

Bridge Management System data supplied by NJDOT for 2008 indicate a total of about 28 percent of the region's bridges are either structurally deficient or functionally obsolete (14.6 and 13.5 percent respectively). This actually represents a degraded condition compared to the total of about 23 percent from the Department's data for 2004 (10.9 percent structurally deficient and 11.9 percent functionally obsolete). Trend line indicates some worsening in the overall state of the region's bridges during this period, with Structurally Deficient or Functionally Obsolete bridges increasing from 23 percent of the total in 2000 to 28.1 percent in 2008.

This is a significant finding, as it indicates that the region has not made measurable progress in addressing bridge needs over the eight-year period covered by the data. As the overall bridge needs are increasing throughout the state and the nation, the SJTPO must work to secure adequate funding to address priority needs.

Pavement Management System

Pavement Management System data supplied by NJDOT indicates some worsening of overall pavement conditions since 2001; almost one-half of the roadway pavement rated as Good in 2001 degraded to Fair by 2006.

The data indicates a concern, as the trend is moving to a worse state of repair of the area's pavement conditions. If pavement conditions continue to deteriorate, the impact due to user cost will rise and comfort and capacity will degrade. More funding to support pavement rehabilitation projects in the SJTPO region is necessary.

Congestion Management System

Although it has been useful in other parts of New Jersey, the statewide Congestion Management System (NJCMS) has severe limitations when applied to the unique travel conditions, time periods, and peaking characteristics of the SJTPO region, where congestion is most severe on summer weekends for recreational and shore-oriented travel, and weekend evening travel related to the Atlantic City gaming industry.

To address these deficiencies, the SJTPO Congestion Management System (SJCMS) was conceived as a long-term, multi-phased effort to develop the data resources, tools, and procedures relevant to

transportation planning efforts in the SJTPO region. Building upon the SJCMS 2025 screening, a limited review of needs through the 2035 analysis year was undertaken for this plan update.

It is recommended that a full update of the SJCMS for the 2035 analysis year be undertaken, incorporating the latest traffic count information, modeling data, and demographic forecasts to develop a full identification and scoring of each corridor to update the work conducted in 2003.

South Jersey Travel Demand Model (SJTDM) Enhancements

Significant upgrades to the model chain and source files were implemented as part of the current RTP update, in order to provide a working model for the 2035 analysis year. The current enhancements include:

- Improving the performance of the predictive capabilities of the model by improving the temporal model factor tables
- An update to the traffic count pattern files with the latest traffic information available plus available historic data to track patterns of growth
- Working with the DVRPC to obtain new networks and trip tables for the base and future years and reattach them to the SJTPO model
- An update to the commercial and small truck trip generation formulas Ongoing update and enhancement work efforts are necessary in order to keep the model current and useful in assessing transportation conditions, testing improvements, and evaluating air quality conformity.

CRDA/Atlantic City Regional Transportation Plan

Atlantic City and the gaming industry are critical to the health of the regional economy. The SJTPO should work with the CRDA to develop regionally beneficial improvement concepts.

Safety and Security

SJTPO received a prestigious National Roadway Safety Award for its Local Road Safety Audit (RSA) Program. The RSA Program, which was begun in 2004, examines roads with a significant crash history or potential to identify low-cost, quick turnaround safety improvements. Of special interest is the interdisciplinary nature of the audit teams, which consist of state, county, and local representatives. The audits have raised awareness among local decision-makers by identifying low-cost, quick turnaround safety improvements that are expected to yield immediate safety benefits.

The South Jersey Traffic Safety Alliance (SJ TSA) is a unique traffic safety organization with its goal being to integrate traffic safety into the metropolitan and state planning process by creating an alliance of traffic safety professionals from law enforcement, community education, fire, rescue, engineering, and planning to work closely with the SJTPO to decrease deaths and injuries resulting from traffic crashes.

An analysis of 2007 seat belt study data indicated that the driver seat belt use rate in the SJTPO region is 88 percent, a dramatic increase from the 77 percent use rate in the 2006 SJTPO survey. This rate falls below the 2007 New Jersey drivers' usage rate of 92 percent, but is higher than the 2006 national average of 82 percent. The increased 2007 usage rate is attributed to fewer out-of-region visitors in the survey as well as ongoing educational and police enforcement efforts.

The SJTPO is currently developing a strategy to systematically identify high-crash locations and rates on the entire South Jersey roadway system. This plan for a Safety Management System will generate safety projects and programs addressing all needs, including capital improvements, low-cost, quick-turnaround projects, operations, enforcement, and community awareness.

The following are recommended to improve transportation safety in the region:

- Support the South Jersey Traffic Safety Alliance (SJ TSA)
- Continue to local Road Safety Audit (RSA) program
- Promote measures to educate the public on safety issues
- Complete the Safety Management System and conduct an assessment of high crash locations
- The following are recommended to improve transportation security in the region:
- Emergency Evacuation – complete NJ 55 to facilitate emergency evacuation in the SJTPO region and work with state and local authorities to implement elements of the New Jersey Hurricane Evacuation Study, particularly evacuation implementation planning
- Work with SJTPO member agencies to facilitate increased awareness of security concerns through outreach and education
- Promote ITS system enhancements designed to provide critical real-time information at times of emergencies

Emergency Evacuation – Strategies

During an emergency, the ability to evacuate a large population base made up of the year-round population and seasonal traffic is critical. The ability to provide a system that can withstand the adverse elements and reliably move a large number of persons in a limited amount of time is a fundamental need of the shore communities and region.

Demographic and travel model forecasts indicate significant growth in the region's transportation needs over the next twenty years. This growth and congestion translates into increased delays getting to and from the region's shore communities particularly during the peak summer months.

To illustrate the magnitude of this problem the SJTPO has developed an evacuation scenario, using the South Jersey Travel Demand Model, to evaluate the ability of the region's roadways to evacuate a large number of vehicles in a short time period. The analysis identified critical links/bottlenecks and tested the impact of completing NJ 55 to the shore.

Emergency Evacuation – Results

The scenario testing performed for the 2035 analysis indicates that vehicle throughput in the danger districts as defined by the number of vehicle hours traveled (VHT), improves by 2.68 percent during the PM peak period. This improved throughput would mean that an additional 2,310 vehicles could make it through the danger districts to safety during the PM peak period. Based on an assumed vehicle occupancy of 2.0, an additional 4,620 people could make it to safety during the PM peak period.

Hourly volume forecasts indicate that the PM peak period represents 22.4 percent of the daily volume. Extrapolating over a 24-hour period from the PM peak period translates into an additional 10,315 vehicles or an additional 20,630 persons that can make it to safety if the NJ 55 Freeway is completed. The results indicate the critical need to complete NJ 55 to address emergency evacuation in the region.

ITS Implementation and Regional Architecture

The SJTPO engaged in a major effort with the NJDOT and the North Jersey Transportation Planning Authority (NJTPA) to develop statewide and Regional (for SJTPO and NJTPA regions) ITS Architectures. These Architectures help establish the framework for ensuring institutional agreement and technical integration of ITS projects in the respective areas, and identify opportunities for making ITS investments in a more cost-effective fashion.

A new motorist information system, NJ511, has recently begun operation. According to the NJDOT website, “NJ511 is a free phone and web service that consolidates traffic and transportation information into a one-stop resource for commuters and motorists in the Garden State. NJ511 provides up-to-the-minute traffic conditions and its available seven days a week, 365 days a year.”

The following ITS actions are recommended:

- Work to ensure enhanced motorist information is available in the SJTPO region to promote energy efficiency and environmentally-sound mode choice decisions
- Promote the use of NJ511 travel information services
- Evaluate the need for additional ITS components in the SJTPO region
- Work with NJDOT to provide traffic cameras for real-time traffic information

Evacuation Scenario Results – 2035 No-Build v. Build

Daily	2035 No-Build	2035 Build
Vehicle Hours Traveled (VHT)	78,610	76,500
Base Evacuation Trips	86,280	86,280
Average Vehicle Occupancy	2.0	2.0
Additional Vehicles Evacuated	2,310	10,315
Additional Persons Evacuated	4,620	20,630

Transit

Although transit service is available in every county of the SJTPO region, it is generally sparse due to low population densities. Most of the region's transit service is concentrated in Atlantic County, and more specifically in Atlantic City. However, there are many unmet transit needs in the region amongst the transit-dependent and rural populations. Additionally, as employment continues to spread out along highway corridors, new bus services may be needed and expansions of existing services may be warranted. Further, it is critical to build upon the transit services that currently operate in the region so that the mobility offered by these essential services is maintained and improved. The SJTPO will work with NJTRANSIT to assess and identify necessary transit service enhancements in the region, including an examination of existing bus routes and service levels.

The following transit actions are recommended:

- Assess and identify potential transit service enhancements and expansion in the SJTPO region, including an examination of existing routes, service levels, and gaps; affordable mobility options; and potential rail corridors including Pleasantville
- Continue exploring the option of reactivating one or more of the abandoned rail lines evaluated by the South Jersey Regional Rail Study for passenger service
- Determine if there are potential bus rapid transit (BRT) opportunities in the SJTPO region
- Identify and support improvements to Access Link, and support specialized and demand-responsive paratransit services, county human service transportation plans, and the findings of the Job Access and Reverse Commute (JARC) Plan
- Support study of SJTPO region access as part of the PATCO extension study

South Jersey Regional Rail Study

This interim report, completed in 2002, evaluated the potential for restoring passenger rail service to abandoned lines and freight rail corridors within the South Jersey area. Four candidate rail corridors were identified for further study:

- Atlantic City-Mays Landing
- Winslow Junction-Cape May
- Millville-Vineland-Winslow Junction-Bridgeton (spur)
- Glassboro-Vineland

Currently, the only rail corridor offering commuter rail service in the SJTPO region is the Atlantic City Rail Line. The South Jersey Regional Rail Study provides the basis for more detailed planning to reactivate one or more abandoned rail lines for passenger service. Another option that should be considered is a bus rapid transit (BRT) system. BRT offers advantages of generally lower costs than fixed rail systems, and depending on the alignment, can utilize exclusive right-of-way or share right-of-way with other vehicles. The SJTPO will engage with NJTRANSIT to determine if there are potential BRT opportunities in the SJTPO region.

Specialized and demand-responsive paratransit services in the SJTPO region include NJTRANSIT's region-wide Access Link service, NJTRANSIT's paratransit service. Additional service is provided by public agencies, county, and municipal governments, and a mixture of primarily non-profits or hospitals to serve their own client needs. While there is some level of coordination among a few providers within each of the counties, each agency operates its own transportation program independently. Most of this service is restricted to passengers who meet specific eligibility requirements that usually pertain to disability or senior citizen status or as a client to a human-service agency or organization.

The SJTPO supports specialized and demand-responsive paratransit services and the finding of the Job Access and Reverse Commute (JARC) Plan. The SJTPO will work with the service providers and NJTRANSIT to determine a course of action to address identified needs and implement recommended service enhancements.

Bicycle / Pedestrian Mobility

It is important to encourage the use of alternative modes to improve mobility, accessibility, and quality of life of residents and tourists, and an integrated transportation system that includes non-motorized modes. This is particularly true in recreational areas where walking and biking trips can play an important role in transportation. It is also very important that pedestrian and bicyclist safety be considered as improvements are made to facilities in the SJTPO region.

SJTPO has taken many steps to address the needs of bicyclists and pedestrians. The current Transportation Improvement Program (FY2008-2011) for the region identified four projects, all located in Atlantic County, for implementation.

The following are proposed as priority actions for bicycle and pedestrian travel in the SJTPO region:

- Support efforts by counties to advance bicycle and pedestrian projects
- Continue to work with NJDOT to maximize new facility mileage in South Jersey
- Work with NJTRANSIT to promote intermodal connections
- Facilities need to be provided to increase foot and bicycle traffic for both tourism and non-tourism related travel in the region
- Assist in system assessment and planning and design
- Standardize work efforts of the counties and NJDOT/ NJTRANSIT
- Develop regional promotional or marketing materials

Cumberland County Bike Trail Study

The Cumberland County Bike Trail Study provides a comprehensive review of actions, system improvements, and programs that can help advance bicycling for local transportation and recreation uses as well as for attracting bicycle touring and events. The Bike Trail Study provides recommendations that integrate or expand bicycling into existing County efforts such as the County Ecotourism Plan, the County Transportation Master Plan and regional bicycle safety programs. Critical

components of the study include a mapping effort that evaluated 300 miles of County roadways for bicycle compatibility; a recommended county bike route network and potential trail facility locations; and suggested programmatic strategies for attracting bicycling activity to the County.

Multimodal Freight Movement

Intermodal connections should be improved in the SJTPO region to facilitate the movement of goods. Upgrades to the region's rail system are important to maximize the amount of freight that can be carried by rail, thus helping to curb the increase in truck traffic. Improving access of local rail carriers to regional and interstate facilities has been identified as a need to keep the rail lines competitive and open to new markets.

Findings from the New Jersey Comprehensive Freight Plan (NJCFP) indicated that the majority of freight moves to, from, within, and through New Jersey by truck. While the overall amount of truck traffic that occurs in the SJTPO region is modest, it is forecast to grow. Travel demand modeling of truck movements, as reported in the NJCFP, indicates that overall truck vehicle miles of travel in New Jersey will more than double by the year 2030. Trucks are also the dominant mode of transport in the intermodal freight business – truck to rail, truck to ship, and truck to air. With regards to rail freight, short line railroad operators in the region provide a valuable service of linking area industry and businesses to the Class I railroad system through the Conrail network providing access to primarily to Norfolk Southern (NS) and CSX railroads. Area ports and airports must also have adequate access to the multimodal transportation system to promote the efficient movement of both people and goods.

The SJPTO supports a comprehensive assessment of freight needs and issues in the SJTPO region. The following intermodal and freight movement actions are recommended:

- Improve intermodal connections, especially to areas of major employment and tourism and the Atlantic City International Airport
- Improve access of local rail carriers to regional and interstate systems
- Maintain and upgrade rail facilities
- Examine potential transit options to improve accessibility to Atlantic City International Airport
- Conduct a comprehensive assessment of freight needs and issues in the SJTPO region, including an analysis of the Delair Bridge as well as intersections at which turning radius may be a problem for trucks

Tourism and the Regional Economy

In the SJTPO region, the vast majority of visitors arrive by automobile, although a considerable number of visitors – more than 6 million in 2006 – are casino bus passengers to Atlantic City. Prospects for growth in visit-trips by air are excellent, as plans by the South Jersey Transportation Authority for increased scheduled air service and an extensive capital improvement program at the Atlantic City International Airport near fruition.

Nevertheless, the automobile will remain by far the dominant mode for tourism travel in the foreseeable future. Corridor planning and project development involving facilities leading to tourism areas must therefore fully acknowledge seasonality, time-of-week/time-of-day, and other trip-making characteristics common to recreational travel. This is nowhere more true than in the NJ 55/47/347 corridor, which, as mentioned earlier, lacks a long-term solution to the chronic and growing congestion, delay, and environmental degradation brought about by tourism-related travel.

Helping travelers find their way around the region and through traffic problems will be vital to promoting tourism in the SJTPO region. Way-finding signage is important to reduce visitor confusion and make trips more positive experiences. Variable message signs to alert travelers to changing traffic conditions and the availability of alternative routes are important to keep traffic flowing in the region. Maximizing the information available through NJ511 will be critical.

The following tourism actions are recommended:

- Consider the seasonal and time-of-week/time-of-day variations in traffic flow in corridor planning and project development to support tourism and regional economic growth
- Help travelers find their way around the SJTPO region and through traffic problems by posting way-finding signs and variable message signs and maximizing the information available through NJ511

Smart Growth and the Environment

The SJTPO region is expected to grow considerably by the year 2035. Measures to mitigate congestion must be undertaken on several fronts, including measures to limit the growth in demand through supporting smart growth/land use planning, promotion of alternative modes to the single occupant vehicles including transit and pedestrian and bicycling enhancements, and improvements to the highway system. The linkage of transportation and land use is strong, and the impact of one on the other can be significant. The SJTPO encourages cooperative land use and transportation planning amongst the transportation providers in the region and the counties and municipalities.

Air Quality Conformity Assessment

SJTPO must assure conformity of transportation decisions with the State Implementation Plan (SIP) and the Federal 1990 Clean Air Act Amendments. To achieve the required “Air Quality Conformity” an assessment process was conducted based on federal guidelines and with the participation of both FHWA and EPA. The process is based on the latest planning assumptions (including adopted SJTPO demographics projections), and utilizes the SJTDM to examine the air quality impacts of the region’s proposed transportation plans, projects, and programs. The table below depicts the results of the action scenarios testing versus the budgets established for each emission level for the analysis years. Emissions generated are a result of both the future year demographic inputs and the new projects, or actions, added to the base network. Emissions are then compared to the corresponding analysis year emission budgets. Analysis demonstrates that the 2035 RTP Update will conform to the Statewide

South Jersey Transportation Planning Organization

Implementation Plan (SIP) with respect to the established motor vehicle emissions budgets and will meet all requirements under the 8-hour Ozone, and the Carbon Monoxide (CO) National Ambient Air Quality Standard (xNAAQS) tests.

Budget Tests – SJTPO FY 2009-2012 Conformity Assessment VOC Budget Test, SJTPO (tons per day)

	2009	2010	2017	2025	2035
Budget	13.03	13.03	13.03	13.03	13.03
Action	12.84	12.17	7.46	6.42	6.96
Budget-Action	0.19	0.86	5.57	6.61	6.07
Pass/Fail	Pass	Pass	Pass	Pass	Pass

NOx Budget Test, SJTPO (tons per day)

	2009	2010	2017	2025	2035
Budget	29.64	29.64	29.64	29.64	29.64
Action	18.65	17.17	6.80	3.65	3.39
Budget-Action	0.22	1.70	12.07	15.22	15.48
Pass/Fail	Pass	Pass	Pass	Pass	Pass

Financial Overview

The Transportation Improvement Program (TIP) for the SJTPO lists state and federally funded state and local highway projects, public transit projects, and statewide transportation programs scheduled for implementation within the next four fiscal years (FY2009-2012). The FY2009-2012 TIP provides for \$628 million of transportation investments in southern New Jersey for this period. The TIP includes a detailed description and a funding schedule for each project and program. The FY2009-2012 TIP is constrained to currently available funding.

The current project prioritization process, coupled with funding limitations, leaves many projects with little or no financial backing. This leads to future challenges as the region continues to develop and transportation needs increase. Insufficient funding means these needs will continue to grow, especially as the region's existing transportation system ages. The SJTPO is faced with the enormous task of maintaining the existing transportation infrastructure while addressing future needs by undertaking significant improvements to the infrastructure. The scale of existing maintenance needs has necessitated targeting most resources and efforts to making these necessary repairs. The need to maintain the existing highway system in a state of good repair is of paramount importance to the SJTPO region.

Given the current TIP and the historic funding sources, and the steady to slightly increasing SJTPO allocation of funds, the RTP action plan is within the reasonable guidelines of being a financially constrained plan. However, additional funding is needed to address the backlog of maintenance needs as well as to accommodate the growth expected to occur over the plan's horizon. It is

important that the SJTPO realizes increased levels of funding in the future years and secures extraordinary funding for projects of regional significance in order to address the mobility and accessibility needs of people and goods in the region.

South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds

(Note: Does not include expenditures from "Statewide" Programs within NJDOT & NJTRANSIT)

NJDOT Funding Category	FY 2009	FY 2010	FY 2011	FY 2012	FY 2009-2012
FHWA: Bridge	\$49.0	\$49.6	\$53.6	\$48.1	\$200.2
FHWA: CMAQ	\$1.9	\$1.9	\$1.9	\$1.9	\$7.6
FHWA: Equity Bonus	\$3.5	\$3.5	\$3.5	\$3.5	\$13.8
FHWA: High Priority	\$2.8	\$9.4	\$9.9	\$17.4	\$39.6
FHWA: I-Maintenance	\$7.8	\$0.0	\$0.0	\$0.0	\$7.8
FHWA: NHS	\$0.0	\$6.6	\$0.0	\$5.0	\$11.6
FHWA: Rail-Hwy Crossing	\$1.5	\$1.5	\$1.5	\$1.5	\$5.8
FHWA: Safety	\$1.4	\$2.0	\$1.4	\$1.4	\$6.2
FHWA: SPR/PL	\$0.9	\$0.9	\$0.9	\$0.9	\$3.7
FHWA: STP-SJTPO	\$10.2	\$8.6	\$10.2	\$10.2	\$39.1
FHWA: STP-Statewide	\$2.2	\$2.2	\$7.9	\$2.2	\$14.5
FTA: SPR/PL	\$0.5	\$0.5	\$0.5	\$0.5	\$1.8
Other Funds	\$7.0	\$0.0	\$0.0	\$14.6	\$21.6
Transportation Trust Fund	\$24.5	\$47.7	\$17.3	\$36.7	\$126.1
NJDOT Sub total	\$113.0	\$134.3	\$108.3	\$143.7	\$499.3

NJTRANSIT Funding Category	FY 2009	FY 2010	FY 2011	FY 2012	FY 2009-2012
FTA: JARC	\$0.2	\$0.2	\$0.2	\$0.2	\$0.8
FTA: New Freedom	\$0.1	\$0.1	\$0.1	\$0.1	\$0.4
FTA: SEC 5307	\$12.9	\$13.6	\$14.1	\$12.9	\$53.5
FTA: SEC 5307-TE	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
FTA: SEC 5309	\$1.6	\$1.6	\$1.7	\$1.7	\$6.6
FTA: SEC 5309D	\$0.8	\$0.0	\$0.0	\$0.0	\$0.8
FTA: SEC 5310	\$0.2	\$0.2	\$0.2	\$0.3	\$1.0
FTA: SEC 5311	\$0.3	\$0.3	\$0.3	\$0.3	\$1.1
Casino Revenue	\$1.6	\$1.6	\$1.6	\$1.6	\$6.3
Match Funds	\$0.4	\$0.5	\$0.5	\$0.5	\$1.9
Other Funds	\$0.6	\$0.6	\$0.6	\$0.6	\$2.3
Transportation Trust Fund	\$13.0	\$11.8	\$13.7	\$15.1	\$53.6
NJTRANSIT Subtotal	\$31.6	\$30.4	\$33.1	\$33.3	\$128.4

Total	\$144.6	\$164.7	\$141.4	\$177.0	\$627.7
--------------	----------------	----------------	----------------	----------------	----------------

Additional Information

SJTPO 2035 RTP Update Transportation Improvement Program

The RTP Update includes this document, which acts as the executive summary, and the following:

- RTP Public Involvement Program
- Financial Outlook
- Plan Outlook Analysis
- Transportation System Assessment

Transportation System Assessment

A multimodal review of travel needs and conditions, and transportation resources in the SJTPO region: highway, transit, bicycle/pedestrian, and intermodal travel, including goods movement and aviation.

Strategies and Implementation Plan

This follow up to the technical analysis of the Transportation System Assessment describes the proposed strategies and concepts that should be advanced to improve the transportation system, better serve the mobility needs of people and goods, and move toward fulfillment of the RTP's Goals and Policies.

RTP Public Involvement Program

This memorandum documents the various Public Involvement activities conducted as part of the 2035 RTP Update, including development of the Goals and Policies, meetings conducted, and comments received.

Transportation Improvement Program (TIP)

The TIP for the SJTPO lists projects, plans, and programs scheduled for implementation within the next four fiscal years. It includes state and federally funded state and local highway projects, public transit projects, and statewide transportation programs.

The TIP and RTP must also demonstrate financial constraint within reasonably expected sources of funding.

Air Quality Conformity Determination

SJTPO must assure conformity of transportation decisions with the air quality State Implementation Plan (SIP) and the Federal 1990 Clean Air Act Amendments.