

# Transportation Improvement Program

Fiscal Years 2018-2027



South Jersey  
Transportation  
Planning Organization

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**TRANSPORTATION IMPROVEMENT  
PROGRAM  
FISCAL YEARS 2018-2027**

**Policy Board Approved  
September 25, 2017  
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January 28, 2019**



**SOUTH JERSEY TRANSPORTATION  
PLANNING ORGANIZATION**

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## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 1709-29: Self-Certifying the SJTPO Transportation Planning Process**

**WHEREAS, the USDOT Statewide and Metropolitan Planning Regulations (23CFR and 49 CFR Part 613), which implement the planning provisions of 23 USC Sec. 134 and 49 USC Sec. 5303, require Metropolitan Planning Organizations to certify that their transportation planning process is being conducted in accordance with all applicable requirements; and**

**WHEREAS, the Federal Planning Regulations require that a continuing, cooperative and comprehensive transportation process be carried out by the State and Local officials; and**

**WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under Federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and**

**WHEREAS, the SJTPO planning process is being conducted in accordance with all applicable requirements of:**

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303-5306, which require a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals;**
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d)), and 40 CFR part 93, which require that implementation plans in metropolitan areas be in conformance with the requirements of the Clean Air Act Amendments, and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan; and**
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1), 49 CFR part 21, and 23 CFR part 230, and the Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;**
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age;**
- (5) Section 1101(b) of the FAST ACT (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;**
- (6) Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38);**
- (7) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- (8) Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender;**

- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 35 regarding discrimination against individuals with disabilities;
- (10) The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities; and
- (11) All other applicable provisions of Federal Law; and

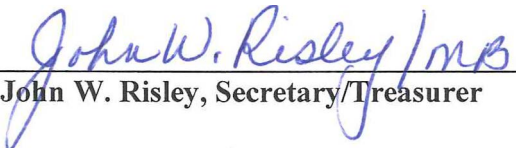
WHEREAS, the Congestion Management Process requirements for non-attainment Transportation Management Areas have been met; and

WHEREAS, the Transportation Improvement Program has been fiscally constrained as required by Section 450.324(h) of the Planning Regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby self-certifies that the planning process for the region is being conducted in accordance with all the applicable Federal requirements.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 25, 2017.

  
\_\_\_\_\_  
John W. Risley, Secretary/Treasurer

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 1709-31: Adopting the SJTPO FY 2018-2027 Transportation Improvement Program**

**WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under Federal Law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and**

**WHEREAS, MPOs are responsible for developing a Transportation Improvement Program (TIP) that sets forth significant surface transportation projects for at least four years, as required by the Federal Metropolitan Planning Rule (23 CFR 450 and 500; and 49 CFR 613C); and**

**WHEREAS, the SJTPO FY 2018-2027 TIP was developed in accordance with the requirements of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and Fixing America's Surface Transportation (FAST) Act; and**

**WHEREAS, the transportation plans and programs developed by the SJTPO conform to the purposes of the State Implementation Plan for air quality control and Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and**

**WHEREAS, the TIP is consistent with the current conforming Regional Transportation Plan, known as *Transportation Matters-A Plan for South Jersey*; and**

**WHEREAS, the processes for interagency consultation and public involvement required by the USEPA's Transportation Conformity Rule (40 CFR Part 93) have been met; and**

**WHEREAS, citizens, private transportation providers, and all interested parties have had an opportunity to participate and have their views considered in the development of the TIP and its Transportation Conformity Determination; and**

**WHEREAS, comments were received from the public, and will be formally addressed by SJTPO and our member agencies in the formal TIP document; and**

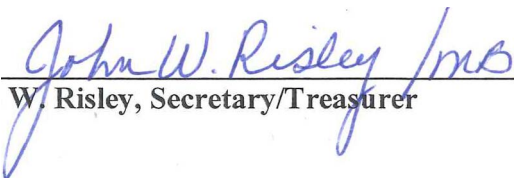
**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby determines that the SJTPO FY 2018-2027 Transportation Improvement Program conforms to the purposes of the State Implementation Plan and the Clean Air Act; and**

**BE IT FURTHER RESOLVED, that the Policy Board hereby adopts the SJTPO FY 2018-2027 Transportation Improvement Program.**



**Certification**

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 25, 2017.

  
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John W. Risley, Secretary/Treasurer

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION: 1607-24: Adopting *Transportation Matters: A Plan for South Jersey* as the 2016 Update to the Regional Transportation Plan**

**WHEREAS, the South Jersey Transportation Planning Organization (SJTPPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and**

**WHEREAS, MPOs are responsible for the development of a Regional Transportation Plan (RTP) pursuant to 23 U.S.C. 450.322; and**

**WHEREAS, the Regional Transportation Plan must be updated at least every four years in air quality non-attainment areas, pursuant to 23 U.S.C. 450.322; and**

**WHEREAS, SJTPPO has prepared *Transportation Matters: A Plan for South Jersey*, as the 2016 update to the Regional Transportation Plan 2040, adopted on July 23, 2012; and**

**WHEREAS, *Transportation Matters: A Plan for South Jersey* guides SJTPPO planning activities and investment decisions over the long term to help achieve a transportation system, based upon regional collaboration that moves people and goods in a safe and efficient manner and incorporates all modes and users; and**

**WHEREAS, the transportation plans and programs developed by the SJTPPO are required to conform to the purposes of the State Implementation Plan for air quality control and the Clean Air Act ; and**

**WHEREAS, a Conformity Demonstration has been completed; this shows that *Transportation Matters: A Plan for South Jersey* meets the current emissions budgets that are in effect; and**

**WHEREAS, the Conformity Demonstration is incorporated into *Transportation Matters: A Plan for South Jersey*; and**

**WHEREAS, citizens, private transportation providers and all interested parties have now had an opportunity to participate and have their views considered in the development of *Transportation Matters: A Plan for South Jersey* and its Conformity Demonstration; and**

**WHEREAS, a summary of the significant comments and SJTPPO responses has been completed and is a part of *Transportation Matters: A Plan for South Jersey* (Appendix E – Public Involvement); and**

**WHEREAS, an Interagency Consultation process has been conducted on *Transportation Matters: A Plan for South Jersey* and its Conformity Demonstration as required; and**

WHEREAS, *Transportation Matters: A Plan for South Jersey* is fully consistent with federal planning regulations and guiding the metropolitan planning process; and,

WHEREAS, the current SJTPO Transportation Improvement Program (TIP) is consistent with *Transportation Matters: A Plan for South Jersey*; such that the regional emissions analysis already performed for the plan applies to the TIP also, as documented the Plan;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts *Transportation Matters: A Plan for South Jersey* including the Air Quality Conformity Demonstration as the 2016 update to the Regional Transportation Plan

BE IT FURTHER RESOLVED, that the Policy Board authorizes staff to include minor revisions in *Transportation Matters: A Plan for South Jersey* and the Conformity Demonstration as may be necessary to carry out their purposes or respond to Federal comments, with subsequent notice to the Policy Board and Technical Advisory Committee.

**Certification**

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of July 25, 2016.



Will Pauls, Secretary/Treasurer

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# 1. Introduction

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The South Jersey Transportation Planning Organization (SJTPO) is the federally recognized Metropolitan Planning Organization (MPO) for the southern New Jersey region, serving Atlantic, Cape May, Cumberland, and Salem Counties. Under federal law, MPOs carry out transportation planning and decision-making for urbanized areas. Formed in 1993, SJTPO replaced three smaller existing MPOs and incorporated areas not previously served. SJTPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues.

MPOs are responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process. They provide a forum for collaborative decision-making among responsible state and local officials, public and private transit operators, and the public. They coordinate the planning activities of participating agencies and adopt long-range plans to guide transportation investment decisions. MPOs are also responsible for capital programming through a multi-year Transportation Improvement Program (TIP), updated bi-annually, which contains all federal and state funding for surface transportation projects and programs.

Other key activities of an MPO include promoting transportation improvements needed in the region and project development, while keeping the public engaged in the planning process. In addition, MPOs ensure the region's compliance with federal regulations affecting transportation decisions, such as the Clean Air Act Amendments of 1990. In meeting federal requirements, MPOs maintain the eligibility of their member agencies and transit operators to receive federal transportation funds for planning, capital improvements, and operations.

## SJTPO Structure

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 (NJDOT), New Jersey Transit (NJ Transit), and the South Jersey Transportation Authority (SJTA). The Policy Board is informed by recommendations of the Technical Advisory Committee (TAC), a committee of planning and engineering experts in the region.

The TAC is a fourteen-member committee comprised of staff of each Policy Board member, as well as representatives of the New Jersey Turnpike Authority and the Delaware River and Bay Authority, along with the chairperson of the Citizens Advisory Committee (CAC). The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), South Jersey Economic Development District (SJEDD), and the Cross County Connection Transportation Management

Association (CCCTMA) each have one non-voting representative on the TAC. The TAC is informed by the CAC, a group of passionate citizens who provide SJTPO with the perspective of the public.

The CAC assists in public outreach and interaction, providing the public and special interest groups the ability to provide input in the development of a safe, effective, and efficient multi-modal transportation system in the four-county SJTPO region. The CAC membership consists of thirteen voting members approved by the SJTPO Policy Board that reflect the citizenry of the SJTPO region. Members live, work, and/or conduct business in the SJTPO region. The CAC was established as part of SJTPO's initial structure in recognition of the importance of public involvement to the organization and the overall transportation planning process.

## Overview

This document is SJTPO's Transportation Improvement Program for the SJTPO for federal fiscal years 2018 (beginning October 1, 2017) through 2027 (ending September 30, 2027). This document compliments the Statewide Transportation Improvement Program (STIP) for the State of New Jersey. Federal legislation requires that each state develop one multimodal STIP for all areas of their state. The three TIPs contain local and state highway projects, statewide line items and programs, and public transit and authority sponsored projects, within specific regions of the State. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as three regional TIPs, which were developed by three MPOs covering the state.

The TIP is a list of projects and programs scheduled to be implemented over a period of at least four years. Transportation projects must be included in the TIP to receive most types of federal funding. The TIP allows for a broad-based review of the region's capital programming and represents a consensus among major transportation interests in the region as to what improvements should have priority for available funds.

The STIP serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. Second, it serves as the reference document, required under federal regulations (23 CFR 450.216), for use by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in approving the expenditure of federal funds for transportation projects in New Jersey. The TIP and STIP are a valuable reference for implementing agencies such as the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ Transit), and all other parties interested in transportation issues in the state.

## The MPO Role in Capital Programming

Under federal law, transportation planning for urbanized areas is carried out through MPOs, which coordinate planning activities of participating agencies. They also provide a forum for

cooperative decision-making among state and local agencies, public and private transit operators, and the public. In meeting federal requirements, MPOs maintain the eligibility of their member agencies for federal transportation funds for planning, capital improvements, and operations. Among the MPOs' foremost responsibilities are the adoption of the TIP.

Federal actions in the 1990s significantly expanded and strengthened MPO responsibilities. Among these actions were the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and the Clean Air Act Amendments of 1990. Under ISTEA, MPOs were entrusted with an expanded role in transportation planning and capital programming. They became partners with state government in making decisions about how transportation tax dollars were spent, thus bringing decisions closer to those served. Accompanying this new authority, however, were new detailed standards, including requirements for conformity with the Clean Air Act and increased emphasis on public involvement. The Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998, reaffirmed and retained the structure of the planning process under ISTEA. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed on August 10, 2005, expanded upon on the initiatives of the previous two transportation acts, and emphasized the importance of safety.

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, P. L. No. 114-94, into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. As the current transportation reauthorization bill, the FAST Act authorizes \$305 billion in funding for federal highway, highway safety, transit, and rail programs for five years from federal fiscal years (FY) 2016 through 2020. The bill places a major emphasis on freight investments by creating a new National Highway Freight Program (NHFP), funded at an average of \$1.2 billion per year, as well as a new discretionary program entitled the “Nationally Significant Freight and Highway Programs,” funded at an average of \$900 million per year. The FAST Act continues all the metropolitan planning program requirements that were in effect under MAP-21, and places additional emphasis on transportation system resiliency, stormwater mitigation, tourism, interagency collaboration, and participation from transit stakeholders.

## The Transportation Planning Process

The TIP links the transportation planning process to implementation. Central to this process is the Regional Transportation Plan (RTP), which provides a framework for guiding investment



decisions over a period of at least 20 years. SJTPO's most recent RTP, *Transportation Matters – A Plan for South Jersey*, was adopted in July 2016 by the SJTPO Policy Board. The Plan, *Transportation Matters*, provides a framework to guide investment decisions over a 24-year period, through 2040. It includes both long and short-range strategies and actions leading to the development of an integrated transportation system that facilitates the efficient movement of people and goods.

Under federal regulation, all projects in the TIP must be consistent with the RTP. In addition, regionally significant projects under the federal air quality conformity rule must be drawn from the RTP.

MAP-21 set forth eight planning factors which each MPO regional transportation plan must incorporate into their metropolitan planning process through the regional transportation plan. FAST Act maintained these planning factors and added two new factors relating to transportation system resiliency and tourism. Utilizing, the ten FAST Act provisions, along with input from our regional partners and the public, SJTPO has set the following goals and strategies to guide the regional transportation decision-making process:

1. Promote accessibility and mobility for the movement of people and goods
2. Support the regional economy
3. Mitigate traffic congestion
4. Improve transportation safety
5. Protect and enhance the environment
6. Restore, preserve, and maintain the existing transportation system
7. Enhance the integration and connectivity of the transportation system
8. Improve security
9. Improve the resiliency and reliability of the transportation infrastructure, particularly along the Atlantic and Delaware Bay shorelines
10. Increase and enhance opportunities for travel and tourism

Supporting the transportation planning process are the management systems, particularly the Congestion Management System (CMS). ISTEA required larger MPOs with ozone air quality non-attainment areas, like SJTPO, to develop and maintain a CMS for their region. A CMS provides information on transportation system performance and alternative strategies for alleviating congestion and enhancing mobility. Federal funds may not be programmed for major capacity-adding projects in the ozone non-attainment area unless they result from a fully operational CMS.

## TIP Development

This TIP includes regional highway projects and programs, NJDOT Statewide programs, and NJ Transit programs. Over \$1.0 billion of Federal and State funding for fiscal years (FY) 2018-2027 is identified for transportation improvements within the four counties.

A revised TIP is produced every two years, although the TIP is updated as needed through the TIP Amendment Process. Of note in the TIP is the \$55.5 million allocated to SJTPO over the first four years (2018-2021) for projects using federal funds, including annual allotments of Surface Transportation Program (STP-SJ) funds, \$1.9 million of Congestion Mitigation Air Quality funds (CMAQ) and \$2.0 million of Highway Safety Improvement Program (HSIP) funds. SJTPO's member agencies are entitled to these funds by their agreement to work together through the formation of the SJTPO.

The TIP is the product of months of staff work and deliberations, involving the NJDOT, NJ Transit, county and municipal transportation planners and engineers, other transportation providing agencies, the public, and elected officials at the state, county, and municipal levels.

The process of building the current TIP and STIP began in the fall of 2016, with staff work by NJDOT, NJ Transit, and the three MPOs (working respectively within their subregions). All projects that were identified as potential candidates for inclusion in the TIP were subjected to screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by the participating agencies.

The NJDOT and NJ Transit developed and circulated revenue projections, for planning purposes, to each of the MPOs, based on the best current assessment of available state, federal, and other funds. These revenue projections and projects pool were utilized by SJTPO to develop a negotiated a list of deliverable transportation projects that best fit the composite statewide and regional priorities within a financially constrained program. The resulting list of projects was used as the basis for publishing this TIP document.

## Project Selection

SJTPO has a Project Selection Process and ranking system that is used when needed to evaluate projects from a regional perspective. It sets criteria for selecting projects against seven categories:

1. Support the regional economy
2. Improve safety
3. Reduce congestion and promote mobility
4. Protect and improve the environment

5. Preserve and maintain the existing transportation system
6. Favor projects for more important facilities, services, and programs
7. Favor cost-effective projects

The project ranking system assigns a numeric point value to each potential project based on the degree to which it satisfies the various criteria. For example, under "Support the regional economy" goal, the criteria include: consider if the project will support access to tourism destinations and/or recreational facilities; support transportation and circulation important to the agricultural economy; serve an existing or planned employment center or industrial park; significantly impact economic growth and development; or is important to the movement of freight or commodities; and scope of economic activity supported. Additional details related to the Project Selection Process and ranking system are found within a separate document available on SJTPO's website [www.sjtpo.org/TIP](http://www.sjtpo.org/TIP).

## Funding Sources

Federal law and regulations require that the TIP and STIP be fiscally constrained for the first four years. Specifically, "planned federal aid expenditures" cannot exceed "projected revenues." The FHWA and the FTA are the major federal funding sources for projects in the TIP. In addition, the State of New Jersey provides funds through appropriations and the Transportation Trust Fund that have been used to fund selected projects. Counties, municipalities, private developers, toll road authorities, and transit operators are also potential sources of project funding.

Projects are funded under various funding sources, dependent upon the type of work to be completed. A list of funding categories utilized by both NJDOT and NJ Transit can be found within the Glossary to this document.

## Financial Plan

Federal planning regulations require the TIP to contain a financial plan that demonstrates how the TIP will be implemented. It must indicate the resources from public and private sources that are reasonably expected to be made available and any recommendations for innovative financing techniques to fund needed projects and programs. In accordance with the requirements in the federal legislation, federal expenditures in the first four years of the TIP (2018-2021) are strictly constrained to expected funding.

SJTPO's ten-year TIP (2018-2027) represents a joint commitment between NJDOT, NJ Transit, and SJTPO to provide funding for specifically identified projects and programs within the region, in addition to participation in the statewide programs. To comply with federal guidelines, the ten-year TIP is based on an explicit set of statewide financial assumptions. Details related to financial assumptions can be found within the STIP document.

NJDOT develops an estimate of available state and federal revenues to support the state's transportation budget during the first four fiscal years from 2018 through 2021. For planning purposes, state revenues are estimated based on state fiscal years, which begin July 1, and federal revenues are estimated based on federal fiscal years, which begin October 1.

In addition, the NJDOT and NJ Transit have incorporated an additional six (6) years of constrained resources into the 10-year STIP. The 10-year total is estimated to be \$37,626.7 million. This amount constitutes the funding expected to be available to support the whole FY 2018-2027 STIP. These revenue estimates were developed cooperatively by the NJDOT, NJ Transit, and New Jersey's three MPOs, in full consultation with the FHWA and the FTA, at a meeting held on December 5, 2016.

Tables 1 through 5 list these amounts by year and by funding category, and compares them to the actual amounts programmed in the TIPs and the STIP.

Federal and state funds are not "allocated" to, or required to be spent within the boundaries of the MPO, with two notable exceptions. The first exception is STP funds, some of which are required under a formula in SAFETEA-LU to be allocated to MPOs. The second exception is State Aid funds, which are allocated on a county-by-county basis under statutory and regulatory formula using money from the State's Transportation Trust Fund.

The actual budgeting of federal and state funds for projects within the MPO areas is a product of the development of the annual Capital Program, the three regional TIPs, and the STIP. On a statewide basis, the cost of projects programmed for a fiscal year must equal the planned resources for that year. Each project must also be assigned to a funding category that is appropriate for the project and within which adequate funding is available. From year to year there may be significant variations in the amount of funds programmed within an MPO area, as needs and specific project implementation schedules dictate. These programming decisions are made on a cooperative basis with the participation of NJDOT, NJ Transit, local government representatives, and other agencies (all of whom are members of the MPOs), the State Legislature, citizens' groups, and the public.

For defining a project line item estimate in the TIP, each item includes an estimate of independent contractor costs to produce the project, an estimate of implementing agency costs anticipated in support of the development and delivery of the project, and any payments to third parties regarding matters of right-of-way and utility relocations. The implementing agency costs include activities such as; inspection, testing, equipment, and salary costs.

The current STIP and Capital Program provides funding for the NJDOT and NJ Transit employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of their transportation programs. This funding is provided from both

federal-aid and state TTF sources, and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of employee and administrative costs is programmed on an individual project basis. TTF funding is programmed as a single item under the heading of “Program Implementation Costs, NJDOT.” For NJ Transit, TTF funding is allocated to specific programs.

Table 6 shows the overall distribution of funds within the STIP, by MPO. Tables 7 through 10 provide detailed breakdowns of expenditures, by funding category, for each of the three MPOs, and for statewide programs.

## The Approved TIP

After the TIP and the Plan, Transportation Conformity finding is adopted by the SJTPO Policy Board, the TIP and the Plan, Transportation Conformity finding is submitted to the State, who in turn formally submits it to the FHWA and FTA. The FHWA and the FTA in consultation with the U.S. Environmental Protection Agency (US EPA) will jointly approve the Tip, Transportation Conformity finding, thus approving the projects in the TIP. The TIP is then incorporated without modification into the final STIP.

When a project is in the approved TIP it is scheduled for funding, however, it is not assured of implementation. TIP projects may be subject to additional study and analysis or public hearings. Any of these steps may reveal that an improvement does not warrant advancement or may require further study to justify implementation.

## Amendments and Modifications

The TIP represents an estimate of the projects planned for advancement during the program year. Nevertheless, project revisions may be needed during the year that requires SJTPO, NJDOT, or NJ Transit to act in modifying or amending the TIP. Such revisions must maintain fiscal constraint, the project selection process, transportation conformity, and appropriate public involvement.

SJTPO, NJDOT, and NJ Transit have entered into a Memorandum of Understanding, a signed agreement which specifies the procedures for modifications and amendments under the federal planning regulations. One goal of the agreement was to simplify the process as much as possible. Accordingly, the involved State agency is authorized to make certain changes, such as small cost increases, without any action by SJTPO. More significant changes, such as larger cost increases or moving a project from the second or third year to the current year, are reviewed by SJTPO administratively. Even larger revisions, such as adding or deleting a project, require action by the SJTPO Policy Board, which includes opportunity for public involvement.

## Transportation Conformity

Once a proposed TIP has been compiled, it is reviewed for its effect on air quality, and consequently its degree of conformity. Transportation conformity is demonstrated when future planned, federally funded, highway and transit projects are determined not to cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The entire four-county SJTPO region falls within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Marginal Ozone Non-Attainment Area. Conformity findings also must be based on established budgets (where appropriate) for “the ozone precursors” - VOCs and NOx - for all applicable analysis years in the MPO region of the designated non-attainment area.

The purpose of this analysis document is to demonstrate conformity of the FY 2018-2027 TIP and the Plan with the 8-hour Ozone NAAQS. Consistent with the requirements for non-attainment areas, SJTPO has demonstrated in this document that the TIP and the Plan conform to the SIPs with regards to the respective motor vehicle emissions budgets in the corresponding implementation years. The conformity finding for this TIP is summarized in Appendix A.

## Public Participation

After it has successfully met the air quality tests, the TIP and its accompanying transportation conformity finding enter final formal public involvement procedures. In keeping with federal mandates, SJTPO seeks to actively promote public participation in the planning process. Because of the vital importance of the TIP to transportation in the region, SJTPO has instituted special procedures within its official Public Involvement Policy to ensure that citizens, affected agencies, employees, private providers of transportation and other interested parties have an opportunity to comment on the proposed program.

Specifically, SJTPO takes the following steps: placing public notice in area newspapers; sending copies of the proposed TIP and conformity finding to libraries in each county and to key participating agencies within the region; posting it on SJTPO’s website; sending copies to all TAC members; providing notice to SJTPO’s General Information mailing list; holding a public meeting; and providing a 30-day public comment period. Public comments are considered and a written summary and report on the disposition of significant comments is provided as a part of the final document.

## Major Projects Implemented

The federal planning regulations require that the TIP list major projects from the previous FY 2016-2018 TIP that were implemented and identify any significant delays in the planned implementation of major projects. A list of major projects implemented to date can be found below. Since time remains in the fiscal year, others may be implemented before the year ends.

DBNUM	County	Project	Cost (in millions)	Status
02310	Salem	Route 48, Layton Lake Dam	\$13.7	Under construction; Anticipated completion June 2018
01339	Atlantic	Route 54, Route 322 over Cape May Point Branch	\$39.6	Project Completed September 2017; final change order and paperwork in progress

## Advance Construction Projects

Advance Construction (AC) is a procedure to advance federally funded projects into the current fiscal year and implement them with other than federal funds. Then, in a later year, federal funds are used to reimburse the initial funding source. Use of AC is subject to the availability of "other than federal funds" (e.g., state funds) in the year in which the project is to be implemented, and the availability of federal funds in the year in which the AC project is to be converted to a regular federal aid project.

AC projects are to be listed individually in the TIP, and in the combined STIP, in both the year the project is to be implemented and the year in which the conversion is to take place. This notification is provided so it is clearly understood that the "other funds" are available and that future federal funds may be committed to the AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years.

When AC is used in the development, amendment, or modification of the TIP and the STIP, SJTPO and the State will explain the procedure following SJTPO's adopted Public Involvement Policy. SJTPO and the State agree that the inclusion of an AC project in the TIP and the STIP in the year the project is to be implemented signifies that the project can be converted to federal funding when federal funds become available and that the decision to convert has been made.

## Multi-Year Funding

Multi-year funding is an innovative financing technique to program and authorize only that portion of a given project phase necessary to support reimbursement of planned cash outlays for a given year. Remaining portions of the project phase are programmed in subsequent years. In the first fiscal year of funding for a multi-year funded phase of work, the NJDOT will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the STIP. The remaining balance of funds, for that phase of work, will appear in the STIP in the fiscal year that the NJDOT intends to request federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federally funded project will be submitted to the FHWA with the condition that authorization to proceed is not a commitment or



obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will always be maintained throughout this process.

If sufficient federal funding is not available in any fiscal year to complete a multiyear funded phase of work, the NJDOT will take full responsibility to fund that portion of the phase of work, in accordance with applicable federal and New Jersey State law. If state or other funding would not be available to complete a project, the project may be terminated or placed on hold until funding is made available. In such cases, the NJDOT would need to comply with applicable federal and New Jersey State law, including, where applicable, providing a revised air quality conformity determination to the FHWA/FTA, and reimbursing the FHWA/FTA for any federal funds expended on the project.

Table 11 shows current, and future, fiscal year funding needed to complete multi-year federally funded highway projects. Table 11 contains NJDOT-led construction projects, ranging from just over \$18 million to over \$229 million in value. The federal multi-year construction level peaks in FY 2021, with approximately \$391.2 million of payments due. Table 12 shows current, and future, fiscal year funding needed to complete multi-year state funded highway projects. The individual project pages in the STIP contain specific information for these projects, such as a detailed project description, project funding source and a total estimated project cost. Table 13 shows current, and future, fiscal year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

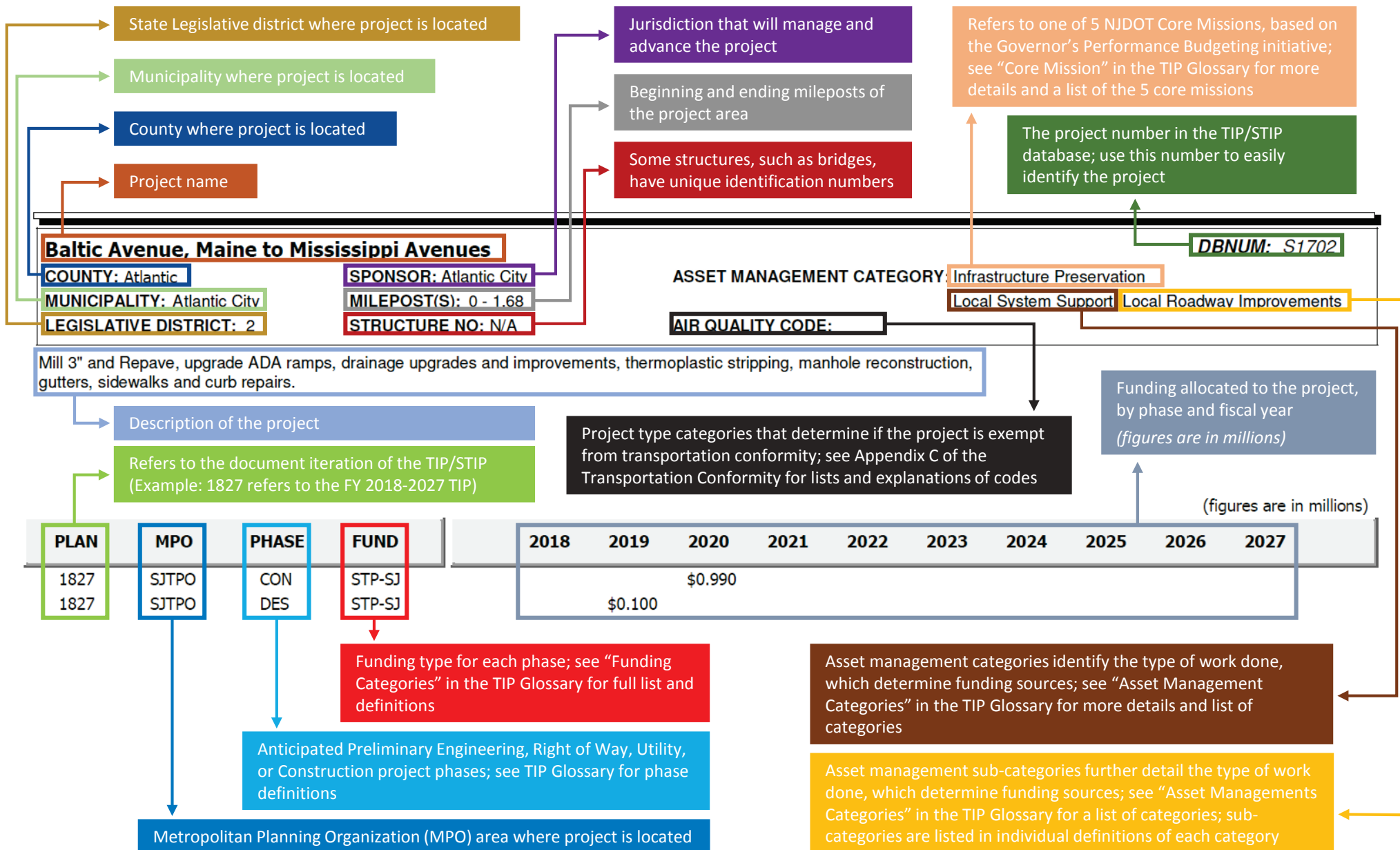
## How to Use This Document

The individual descriptions, found in the subsequent sections (Sections II through IV), provide detailed information for each project or program in the 10-year plan. The top portion for each project/program lists the project/program name (route and section) and the location of the project/program. The Database Number (DBNUM) is a reference identification number assigned at the start of the project and remains with that project until its completion. This number is the same reference number used by the NJDOT in their STIP. Specific information contained within the detailed project/program description includes; county, municipality, legislative district, project sponsor, mileposts (where relevant), structure number (for bridge projects), asset management category, and air quality code used in the conformity determination process. The anticipated funding schedule for each project/program is displayed in the columns, along with the phase of work and type of funds utilized for each project.

An explanation of the asset management categories can be found in Section 5, the Glossary. Additionally, the phases of work and types of funds are further defined in the Glossary.



# Understanding the TIP Project Sheet



**Table 1**  
**Expenditures**  
**NJDOT & NJ TRANSIT**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>NJDOT</u></b>											
Federal	\$972.4	\$1,037.7	\$1,049.4	\$1,087.1	\$1,102.0	\$1,127.0	\$1,154.3	\$1,182.4	\$1,211.2	\$1,240.9	\$11,164.3
Other	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
Transportation Trust Fund	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<b><u>Subtotal NJDOT</u></b>	<b>\$2,357.2</b>	<b>\$2,376.1</b>	<b>\$2,312.9</b>	<b>\$2,365.9</b>	<b>\$2,387.3</b>	<b>\$2,370.5</b>	<b>\$2,397.9</b>	<b>\$2,416.3</b>	<b>\$2,444.2</b>	<b>\$2,473.9</b>	<b>\$23,902.2</b>
<b><u>NJ Transit</u></b>											
Federal	\$648.2	\$595.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$6,075.0
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Other	\$38.6	\$55.6	\$36.4	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$295.1
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<b><u>Subtotal NJ Transit</u></b>	<b>\$1,364.7</b>	<b>\$1,413.4</b>	<b>\$1,402.1</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$13,926.1</b>
<b><u>Total</u></b>	<b>\$3,721.9</b>	<b>\$3,789.5</b>	<b>\$3,715.1</b>	<b>\$3,755.2</b>	<b>\$3,776.6</b>	<b>\$3,759.8</b>	<b>\$3,787.2</b>	<b>\$3,812.6</b>	<b>\$3,840.5</b>	<b>\$3,870.2</b>	<b>\$37,828.3</b>

**Table 2**  
**NJDOT Resources**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>Federal</u></b>											
FHWA: CMAQ	\$55.8	\$32.8	\$35.0	\$37.2	\$39.4	\$41.7	\$44.0	\$46.4	\$48.8	\$51.3	\$432.4
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$35.9	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$65.2
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$48.7	\$52.1	\$55.8	\$59.8	\$443.8
FHWA: NHFP Intermodal	\$3.0	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$45.3
FHWA: NHPP	\$549.5	\$560.9	\$572.6	\$584.5	\$596.6	\$608.9	\$621.5	\$634.4	\$647.5	\$660.9	\$6,037.6
FHWA: Off System Bridge	\$34.0	\$34.6	\$35.3	\$36.1	\$36.9	\$37.6	\$38.4	\$39.3	\$40.1	\$40.9	\$373.2
FHWA: Other Funds	\$1.6	\$1.6	\$1.6	\$1.7	\$1.7	\$1.7	\$1.8	\$1.8	\$1.8	\$1.9	\$17.3
FHWA: Rail-Hwy Crossing	\$6.1	\$6.2	\$6.3	\$6.4	\$6.6	\$6.7	\$6.9	\$7.0	\$7.2	\$7.3	\$66.7
FHWA: Safety	\$54.4	\$55.4	\$56.5	\$57.6	\$58.8	\$59.9	\$61.1	\$62.3	\$63.6	\$64.8	\$594.4
FHWA: SPR/PL	\$33.7	\$34.4	\$35.2	\$35.9	\$36.7	\$37.5	\$38.3	\$39.1	\$40.0	\$40.9	\$371.7
FHWA: STBGP-DVRPC	\$4.7	\$22.1	\$22.5	\$23.0	\$23.5	\$24.0	\$24.5	\$25.0	\$25.6	\$26.1	\$221.0
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-SJTPO	\$11.2	\$11.4	\$11.7	\$11.9	\$12.2	\$12.4	\$12.7	\$12.9	\$13.2	\$13.5	\$123.0
FHWA: STBGP-Statewide	\$101.6	\$103.4	\$105.6	\$107.9	\$110.2	\$112.5	\$114.9	\$117.3	\$119.8	\$122.4	\$1,115.5
FHWA: TAP	\$20.6	\$21.0	\$21.6	\$22.0	\$22.5	\$23.1	\$23.6	\$24.1	\$24.7	\$25.2	\$228.4
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
<b><u>Subtotal Federal</u></b>	<b>\$972.4</b>	<b>\$1,037.7</b>	<b>\$1,049.4</b>	<b>\$1,087.1</b>	<b>\$1,102.0</b>	<b>\$1,127.0</b>	<b>\$1,154.3</b>	<b>\$1,182.4</b>	<b>\$1,211.2</b>	<b>\$1,240.9</b>	<b>\$11,164.3</b>
<b><u>Other</u></b>											
Other Funds	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
<b><u>Subtotal Other</u></b>	<b>\$60.8</b>	<b>\$98.4</b>	<b>\$23.5</b>	<b>\$38.8</b>	<b>\$45.3</b>	<b>\$3.5</b>	<b>\$3.6</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$274.8</b>
<b><u>TTF</u></b>											
State: TTF	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<b><u>Subtotal TTF</u></b>	<b>\$1,324.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,233.0</b>	<b>\$1,233.0</b>	<b>\$1,233.0</b>	<b>\$12,463.0</b>
<b><u>NJDOT Total</u></b>	<b>\$2,357.2</b>	<b>\$2,376.1</b>	<b>\$2,312.9</b>	<b>\$2,365.9</b>	<b>\$2,387.3</b>	<b>\$2,370.5</b>	<b>\$2,397.9</b>	<b>\$2,416.3</b>	<b>\$2,444.2</b>	<b>\$2,473.9</b>	<b>\$23,902.2</b>

**Table 3**  
**NJDOT Expenditures**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>Federal</u></b>											
FHWA: CMAQ	\$44.1	\$42.2	\$43.2	\$50.2	\$46.2	\$67.3	\$41.4	\$58.1	\$41.4	\$39.6	\$473.4
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$35.9	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$65.2
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$48.7	\$52.1	\$55.8	\$59.8	\$443.8
FHWA: NHFP Intermodal	\$3.0	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$45.3
FHWA: NHPP	\$600.1	\$523.0	\$534.7	\$490.0	\$566.5	\$591.1	\$651.9	\$619.7	\$684.3	\$723.4	\$5,984.6
FHWA: Off System Bridge	\$4.0	\$11.8	\$4.5	\$15.6	\$4.6	\$10.2	\$4.8	\$12.4	\$4.8	\$9.4	\$82.0
FHWA: Other Funds	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.5
FHWA: Rail-Hwy Crossing	\$11.3	\$12.3	\$13.2	\$13.7	\$14.6	\$14.1	\$15.0	\$15.5	\$16.4	\$16.4	\$142.5
FHWA: Safety	\$41.2	\$52.3	\$62.6	\$78.0	\$45.7	\$45.9	\$45.7	\$48.5	\$45.7	\$45.7	\$511.1
FHWA: SPR/PL	\$34.4	\$35.2	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$357.7
FHWA: STBGP-DVRPC	\$8.1	\$32.6	\$25.3	\$27.2	\$26.3	\$28.1	\$27.0	\$29.1	\$28.1	\$30.2	\$262.0
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-SJTPO	\$11.8	\$12.2	\$12.2	\$12.7	\$12.7	\$13.2	\$13.2	\$13.7	\$13.8	\$14.2	\$129.5
FHWA: STBGP-Statewide	\$94.2	\$138.2	\$148.3	\$176.9	\$168.4	\$134.0	\$126.5	\$150.5	\$135.7	\$114.1	\$1,386.7
FHWA: TAP	\$23.0	\$23.0	\$23.0	\$23.0	\$23.0	\$25.2	\$25.2	\$25.2	\$25.2	\$25.2	\$241.1
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
<b><u>Subtotal Federal</u></b>	<b>\$972.4</b>	<b>\$1,037.7</b>	<b>\$1,049.4</b>	<b>\$1,087.1</b>	<b>\$1,102.0</b>	<b>\$1,127.0</b>	<b>\$1,154.3</b>	<b>\$1,182.4</b>	<b>\$1,211.2</b>	<b>\$1,240.9</b>	<b>\$11,164.3</b>
<b><u>Other</u></b>											
Other Funds	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
<b><u>Subtotal Other</u></b>	<b>\$60.8</b>	<b>\$98.4</b>	<b>\$23.5</b>	<b>\$38.8</b>	<b>\$45.3</b>	<b>\$3.5</b>	<b>\$3.6</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$274.8</b>
<b><u>TTF</u></b>											
State: TTF	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<b><u>Subtotal TTF</u></b>	<b>\$1,324.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,240.0</b>	<b>\$1,233.0</b>	<b>\$1,233.0</b>	<b>\$1,233.0</b>	<b>\$12,463.0</b>
<b><u>NJDOT Total</u></b>	<b>\$2,357.2</b>	<b>\$2,376.1</b>	<b>\$2,312.9</b>	<b>\$2,365.9</b>	<b>\$2,387.3</b>	<b>\$2,370.5</b>	<b>\$2,397.9</b>	<b>\$2,416.3</b>	<b>\$2,444.2</b>	<b>\$2,473.9</b>	<b>\$23,902.2</b>

**Table 4**  
**NJ TRANSIT Resources**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>Federal</u></b>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$725.0
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$295.7	\$301.9	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$3,063.7
FTA: Section 5310	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.0
FTA: Section 5311	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$42.0
FTA: Section 5337	\$186.1	\$189.3	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$1,915.6
FTA: Section 5339	\$15.0	\$15.3	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$155.7
<b><u>Subtotal Federal</u></b>	<b>\$648.2</b>	<b>\$595.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$6,075.0</b>
<b><u>Other</u></b>											
Casino Revenue	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$175.2
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$53.0
Other Funds	\$15.1	\$32.0	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0
<b><u>Subtotal Other</u></b>	<b>\$40.5</b>	<b>\$57.5</b>	<b>\$38.3</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$314.1</b>
<b><u>TTF</u></b>											
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<b><u>Subtotal TTF</u></b>	<b>\$676.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$767.0</b>	<b>\$767.0</b>	<b>\$767.0</b>	<b>\$7,537.0</b>
<b><u>NJ Transit Total</u></b>	<b>\$1,364.7</b>	<b>\$1,413.4</b>	<b>\$1,402.1</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$13,926.1</b>

**Table 5**  
**NJ TRANSIT Expenditures**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>Federal</u></b>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$725.0
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$295.7	\$301.9	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$3,063.7
FTA: Section 5310	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.0
FTA: Section 5311	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$42.0
FTA: Section 5337	\$186.1	\$189.3	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$1,915.6
FTA: Section 5339	\$15.0	\$15.3	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$155.7
<b><u>Subtotal Federal</u></b>	<b>\$648.2</b>	<b>\$595.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$603.9</b>	<b>\$6,075.0</b>
<b><u>Other</u></b>											
Casino Revenue	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$175.2
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$53.0
Other Funds	\$15.1	\$32.0	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0
<b><u>Subtotal Other</u></b>	<b>\$40.5</b>	<b>\$57.5</b>	<b>\$38.3</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$25.4</b>	<b>\$314.1</b>
<b><u>TTF</u></b>											
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<b><u>Subtotal TTF</u></b>	<b>\$676.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$760.0</b>	<b>\$767.0</b>	<b>\$767.0</b>	<b>\$767.0</b>	<b>\$7,537.0</b>
<b><u>NJ Transit Total</u></b>	<b>\$1,364.7</b>	<b>\$1,413.4</b>	<b>\$1,402.1</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,389.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$1,396.3</b>	<b>\$13,926.1</b>

**Table 6**  
**Distribution of Funds by Metropolitan Planning Organization (MPO)**  
**NJDOT**  
**(\$ millions)**

MPO	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total	Total (%)	Total* (%)
<u><b>MPO Distribution</b></u>													
<b>DVRPC</b>	\$323.3	\$337.1	\$297.2	\$327.7	\$302.6	\$240.3	\$162.9	\$160.8	\$180.8	\$163.1	\$2,495.7	10.4%	20.9%
<b>NJTPA</b>	\$942.7	\$873.6	\$784.2	\$834.2	\$964.6	\$909.4	\$837.5	\$833.1	\$795.5	\$827.1	\$8,602.0	36.0%	72.0%
<b>SJTPO</b>	\$102.8	\$104.2	\$123.3	\$74.2	\$64.0	\$91.8	\$64.9	\$76.0	\$69.7	\$72.0	\$842.8	3.5%	7.1%
	\$1,368.8	\$1,314.9	\$1,204.7	\$1,236.2	\$1,331.2	\$1,241.5	\$1,065.3	\$1,069.8	\$1,045.9	\$1,062.2	\$11,940.5	50.0%	100.0%
<u><b>Statewide Distribution</b></u>													
<b>Statewide</b>	\$988.4	\$1,061.2	\$1,108.2	\$1,129.7	\$1,056.1	\$1,129.0	\$1,332.6	\$1,346.5	\$1,398.3	\$1,411.7	\$11,961.7	50.0%	100.0%
	\$988.4	\$1,061.2	\$1,108.2	\$1,129.7	\$1,056.1	\$1,129.0	\$1,332.6	\$1,346.5	\$1,398.3	\$1,411.7	\$11,961.7	50.0%	100.0%
<b>Total</b>	\$2,357.2	\$2,376.1	\$2,312.9	\$2,365.9	\$2,387.3	\$2,370.5	\$2,397.9	\$2,416.3	\$2,444.2	\$2,473.9	\$23,902.2	100.0%	100.0%

\*Excluding Statewide Programs

**Table 7***Page 1 of 2*

**Delaware Valley Regional Planning Commission (DVRPC)**  
**Distribution of Funds - NJDOT & NJ TRANSIT**

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$4.0	\$2.0	\$4.0	\$2.0	\$4.0	\$6.1	\$4.2	\$2.2	\$4.2	\$2.5	\$35.2
FHWA: High Priority	\$16.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16.2
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$24.0	\$24.0	\$24.0	\$0.0	\$299.4
FHWA: NHPP	\$138.9	\$143.4	\$134.0	\$127.6	\$114.5	\$87.0	\$33.9	\$36.0	\$54.9	\$60.9	\$930.9
FHWA: Off System Bridge	\$0.0	\$3.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.8
FHWA: Rail-Hwy Crossing	\$2.8	\$2.8	\$3.0	\$3.0	\$3.2	\$3.2	\$3.4	\$3.4	\$3.6	\$3.6	\$32.0
FHWA: Safety	\$3.0	\$5.8	\$3.0	\$8.5	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$44.3
FHWA: SPR/PL	\$2.4	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.2
FHWA: STBGP-DVRPC	\$8.1	\$32.6	\$25.3	\$27.2	\$26.3	\$28.1	\$27.0	\$29.1	\$28.1	\$30.2	\$262.0
FHWA: STBGP-Statewide	\$0.0	\$6.9	\$0.0	\$26.0	\$41.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$74.5
FHWA: TAP	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.0
FTA: SPR/PL	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.0
Other Funds	\$5.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.0
Transportation Trust Fund	\$111.1	\$101.9	\$86.2	\$89.2	\$61.8	\$61.8	\$61.8	\$57.4	\$57.4	\$57.4	\$746.1
<b><u>Total NJDOT</u></b>	<b>\$323.3</b>	<b>\$337.1</b>	<b>\$297.2</b>	<b>\$327.7</b>	<b>\$302.6</b>	<b>\$240.3</b>	<b>\$162.9</b>	<b>\$160.8</b>	<b>\$180.8</b>	<b>\$163.1</b>	<b>\$2,495.7</b>



**Table 7**

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## Delaware Valley Regional Planning Commission (DVRPC) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<b><u>NJ Transit</u></b>											
FHWA: CMAQ	\$2.9	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$42.5
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STP-Enhancement	\$0.0	\$0.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.8
FTA: Section 5307	\$35.6	\$40.1	\$41.3	\$40.0	\$41.4	\$41.8	\$47.6	\$45.4	\$45.4	\$47.4	\$426.0
FTA: Section 5310	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$16.6
FTA: Section 5311	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.7
FTA: Section 5337	\$11.6	\$11.4	\$12.1	\$12.1	\$12.5	\$13.5	\$13.5	\$13.5	\$13.5	\$13.5	\$127.0
FTA: Section 5339	\$0.6	\$0.6	\$0.7	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$27.1
Casino Revenue	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.3
Match Funds	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
Operating	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.2
Other Funds	\$1.1	\$1.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.2
Transportation Trust Fund	\$112.0	\$116.3	\$74.0	\$71.2	\$74.3	\$100.0	\$91.3	\$89.8	\$89.8	\$91.6	\$910.2
<b><u>Total NJ Transit</u></b>	<b>\$187.1</b>	<b>\$182.1</b>	<b>\$141.1</b>	<b>\$139.9</b>	<b>\$144.7</b>	<b>\$171.7</b>	<b>\$168.9</b>	<b>\$165.2</b>	<b>\$165.2</b>	<b>\$169.0</b>	<b>\$1,634.9</b>
<b><u>Total</u></b>	<b>\$510.4</b>	<b>\$519.2</b>	<b>\$438.3</b>	<b>\$467.6</b>	<b>\$447.3</b>	<b>\$412.1</b>	<b>\$331.9</b>	<b>\$325.9</b>	<b>\$345.9</b>	<b>\$332.2</b>	<b>\$4,130.6</b>

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## North Jersey Transportation Planning Authority (NJTPA) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$7.5	\$9.6	\$7.5	\$10.5	\$12.5	\$31.5	\$7.5	\$26.3	\$7.5	\$7.5	\$127.8
FHWA: High Priority	\$19.7	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$49.0
FHWA: NHFP Intermodal	\$1.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.3
FHWA: NHPP	\$313.4	\$260.0	\$264.4	\$228.7	\$320.5	\$349.8	\$443.8	\$414.9	\$432.6	\$461.9	\$3,489.8
FHWA: Off System Bridge	\$0.0	\$0.0	\$0.0	\$6.9	\$0.0	\$1.1	\$0.0	\$3.0	\$0.0	\$0.0	\$11.0
FHWA: Rail-Hwy Crossing	\$6.5	\$7.5	\$8.0	\$8.5	\$9.0	\$8.5	\$9.0	\$9.5	\$10.0	\$10.0	\$86.5
FHWA: Safety	\$17.0	\$21.8	\$34.9	\$44.9	\$17.0	\$17.2	\$17.0	\$19.9	\$17.0	\$17.0	\$223.6
FHWA: SPR/PL	\$9.5	\$9.7	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$98.2
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-Statewide	\$0.0	\$12.0	\$26.2	\$50.9	\$19.5	\$0.7	\$17.3	\$32.6	\$0.0	\$0.0	\$159.2
FHWA: TAP	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$75.0
FTA: SPR/PL	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$29.2
Other Funds	\$55.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$269.8
Transportation Trust Fund	\$478.9	\$334.9	\$302.7	\$313.5	\$418.1	\$374.0	\$214.0	\$198.5	\$198.5	\$198.5	\$3,031.7
<b>Total NJDOT</b>	<b>\$942.7</b>	<b>\$873.6</b>	<b>\$784.2</b>	<b>\$834.2</b>	<b>\$964.6</b>	<b>\$909.4</b>	<b>\$837.5</b>	<b>\$833.1</b>	<b>\$795.5</b>	<b>\$827.1</b>	<b>\$8,602.0</b>

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# North Jersey Transportation Planning Authority (NJTPA)

## Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<b><i>NJ Transit</i></b>											
FHWA: CMAQ	\$46.5	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$673.5
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.6
FTA: Section 5307	\$249.1	\$249.5	\$254.2	\$255.8	\$254.0	\$253.7	\$245.9	\$248.9	\$248.9	\$246.1	\$2,506.0
FTA: Section 5310	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.4
FTA: Section 5311	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$29.4
FTA: Section 5337	\$171.9	\$175.3	\$177.6	\$177.6	\$177.1	\$176.0	\$176.0	\$176.0	\$176.0	\$176.0	\$1,759.3
FTA: Section 5339	\$14.3	\$14.5	\$14.8	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$120.3
Casino Revenue	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$122.7
Match Funds	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$13.3
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$37.1
Other Funds	\$13.7	\$30.7	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$57.2
Transportation Trust Fund	\$547.7	\$623.8	\$666.0	\$669.2	\$665.8	\$631.6	\$643.3	\$652.3	\$652.3	\$649.9	\$6,402.0
<b><i>Total NJ Transit</i></b>	<b><i>\$1,144.0</i></b>	<b><i>\$1,192.4</i></b>	<b><i>\$1,221.7</i></b>	<b><i>\$1,209.9</i></b>	<b><i>\$1,204.3</i></b>	<b><i>\$1,168.5</i></b>	<b><i>\$1,172.5</i></b>	<b><i>\$1,184.5</i></b>	<b><i>\$1,184.5</i></b>	<b><i>\$1,179.4</i></b>	<b><i>\$11,861.7</i></b>
<b><i>Total</i></b>	<b><i>\$2,086.8</i></b>	<b><i>\$2,066.1</i></b>	<b><i>\$2,005.9</i></b>	<b><i>\$2,044.1</i></b>	<b><i>\$2,168.9</i></b>	<b><i>\$2,078.0</i></b>	<b><i>\$2,010.0</i></b>	<b><i>\$2,017.6</i></b>	<b><i>\$1,980.0</i></b>	<b><i>\$2,006.4</i></b>	<b><i>\$20,463.6</i></b>

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**South Jersey Transportation Planning Organization (SJTPO)  
Distribution of Funds - NJDOT & NJ TRANSIT**

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$9.8	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$26.9
FHWA: NHPP	\$24.4	\$12.8	\$28.5	\$1.0	\$4.9	\$32.0	\$5.0	\$11.7	\$12.0	\$15.0	\$147.3
FHWA: Rail-Hwy Crossing	\$2.0	\$2.0	\$2.2	\$2.2	\$2.4	\$2.4	\$2.6	\$2.6	\$2.8	\$2.8	\$24.0
FHWA: Safety	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: SPR/PL	\$1.0	\$1.0	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.6
FHWA: STBGP-SJTPO	\$11.8	\$12.2	\$12.2	\$12.7	\$12.7	\$13.2	\$13.2	\$13.7	\$13.8	\$14.2	\$129.5
FHWA: STBGP-Statewide	\$0.0	\$20.0	\$0.0	\$0.0	\$0.0	\$0.2	\$0.0	\$6.5	\$0.0	\$0.0	\$26.7
FHWA: TAP	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.1
FTA: SPR/PL	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.7
Transportation Trust Fund	\$51.0	\$51.5	\$74.7	\$52.6	\$38.3	\$38.3	\$38.3	\$35.7	\$35.4	\$34.2	\$449.9
<b><u>Total NJDOT</u></b>	<b>\$102.8</b>	<b>\$104.2</b>	<b>\$123.3</b>	<b>\$74.2</b>	<b>\$64.0</b>	<b>\$91.8</b>	<b>\$64.9</b>	<b>\$76.0</b>	<b>\$69.7</b>	<b>\$72.0</b>	<b>\$842.8</b>

Table 9

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## South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<b><u>NJ Transit</u></b>											
FHWA: CMAQ	\$0.6	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.0
FHWA: STP-Enhancement	\$0.0	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.6
FTA: Section 5307	\$11.0	\$12.4	\$12.8	\$12.5	\$12.8	\$12.8	\$14.7	\$14.0	\$14.0	\$14.7	\$131.6
FTA: Section 5310	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.0
FTA: Section 5311	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.9
FTA: Section 5337	\$2.6	\$2.6	\$2.8	\$2.8	\$2.9	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$29.4
FTA: Section 5339	\$0.2	\$0.2	\$0.2	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$8.2
Casino Revenue	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.3
Match Funds	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.3
Operating	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$3.7
Other Funds	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
Transportation Trust Fund	\$16.3	\$19.9	\$20.0	\$19.6	\$19.9	\$28.4	\$25.4	\$24.9	\$24.9	\$25.5	\$224.8
<b><u>Total NJ Transit</u></b>	<b>\$33.5</b>	<b>\$38.8</b>	<b>\$39.4</b>	<b>\$39.5</b>	<b>\$40.3</b>	<b>\$49.0</b>	<b>\$47.9</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>\$47.9</b>	<b>\$429.5</b>
<b><u>Total</u></b>	<b>\$136.3</b>	<b>\$143.0</b>	<b>\$162.7</b>	<b>\$113.8</b>	<b>\$104.3</b>	<b>\$140.8</b>	<b>\$112.8</b>	<b>\$122.6</b>	<b>\$116.3</b>	<b>\$119.9</b>	<b>\$1,272.3</b>

**Table 10**  
**Statewide Programs**  
**Distribution of Funds - NJDOT**  
**(\$ millions)**

<b>Funding Category</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b><u>NJDOT</u></b>											
FHWA: CMAQ	\$22.8	\$28.8	\$29.8	\$35.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$283.5
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: NHFP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$24.7	\$28.1	\$31.8	\$59.8	\$144.4
FHWA: NHFP Intermodal	\$1.8	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$44.0
FHWA: NHPP	\$123.4	\$106.8	\$107.9	\$132.7	\$126.6	\$122.4	\$169.3	\$157.1	\$184.8	\$185.7	\$1,416.6
FHWA: Off System Bridge	\$4.0	\$8.0	\$4.5	\$8.7	\$4.6	\$9.1	\$4.8	\$9.4	\$4.8	\$9.4	\$67.2
FHWA: Other Funds	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.5
FHWA: Safety	\$19.2	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$223.3
FHWA: SPR/PL	\$21.5	\$22.0	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$223.6
FHWA: STBGP-Statewide	\$94.2	\$99.3	\$122.1	\$100.0	\$107.2	\$133.2	\$109.1	\$111.3	\$135.7	\$114.1	\$1,126.3
FHWA: TAP	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$147.0
Transportation Trust Fund	\$682.9	\$751.6	\$776.4	\$784.7	\$721.7	\$765.9	\$925.9	\$941.4	\$941.7	\$942.9	\$8,235.3
<b><u>Total NJDOT</u></b>	<b>\$988.4</b>	<b>\$1,061.2</b>	<b>\$1,108.2</b>	<b>\$1,129.7</b>	<b>\$1,056.1</b>	<b>\$1,129.0</b>	<b>\$1,332.6</b>	<b>\$1,346.5</b>	<b>\$1,398.3</b>	<b>\$1,411.7</b>	<b>\$11,961.7</b>

## Table 11

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# NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<b><u>Federal Funds</u></b>															
Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue (DBNUM: 9240; UPC: 960133)															
	NJTPA	CON	NHPP							\$15.300		\$15.324			\$30.624
Route 3 & Route 495 Interchange (DBNUM: 12386; UPC: 123860)															
	NJTPA	CON	NHPP										\$26.000	\$27.000	\$53.000
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B (DBNUM: 059B; UPC: 123020)															
	NJTPA	CON	NHPP			\$34.750	\$35.950	\$35.450	\$29.500						\$135.650
Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway (DBNUM: 15430; UPC: 154300)															
	NJTPA	CON	NHPP							\$19.750	\$19.750	\$19.750	\$19.750		\$79.000
Route 4, Hackensack River Bridge (DBNUM: 02346; UPC: 023460)															
	NJTPA	CON	NHPP									\$36.850	\$36.850		\$73.700
Route 4, Jones Road Bridge (DBNUM: 94064; UPC: 950194)															
	NJTPA	CON	NHPP				\$10.000	\$10.300							\$20.300
Route 4, Tunbridge Road to Route 9W (DBNUM: 12431B; UPC: 168110)															
	NJTPA	CON	NHPP			\$12.000	\$12.080								\$24.080
Route 7, Kearny, Drainage Improvements (DBNUM: 93186; UPC: 950652)															
	NJTPA	CON	NHPP					\$18.000	\$18.000	\$18.000	\$18.000				\$72.000
Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement (DBNUM: 11418; UPC: 114180)															
	NJTPA	CON	NHPP				\$11.700	\$39.000							\$50.700
Route 18, East Brunswick, Drainage and Pavement Rehabilitation (DBNUM: 10354; UPC: 103540)															
	NJTPA	CON	NHPP			\$18.000	\$16.000	\$15.500							\$49.500
Route 20, Paterson Safety, Drainage and Resurfacing (DBNUM: 08372; UPC: 083720)															
	NJTPA	CON	NHPP				\$10.250	\$10.250							\$20.500
Route 22, Chestnut Street Bridge Replacement (CR 626) (DBNUM: 04361; UPC: 043610)															
	NJTPA	CON	NHPP			\$11.000	\$11.400								\$22.400

## Table 11

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# NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Route 22/Route 82/Garden State Parkway Interchange (DBNUM: 658A; UPC: 058002)															
	NJTPA	CON	NHPP					\$8.000	\$10.850						\$18.850
Route 23, Bridge over Pequannock River / Hamburg Turnpike (DBNUM: 08347; UPC: 083470)															
	NJTPA	CON	NHPP						\$15.500	\$31.200					\$46.700
Route 29, Cass Street to Calhoun Street, Drainage (DBNUM: 07319B; UPC: 123660)															
	DVRPC	CON	NHPP				\$9.000	\$10.411							\$19.411
Route 29, Rockfall Mitigation, Kingwood Twp (DBNUM: 11413B; UPC: 158020)															
	NJTPA	CON	STBG				\$14.500	\$14.500							\$29.000
			P												
Route 30, Elmwood Rd/Weymouth Rd (CR 623) to Haddon Ave. (DBNUM: 11337; UPC: 113370)															
	SJTPO	CON	NHPP		\$11.600	\$11.800									\$23.400
Route 34, CR 537 to Washington Ave., Pavement (DBNUM: 11307; UPC: 113070)															
	NJTPA	CON	NHPP								\$30.000	\$30.000	\$30.000		\$90.000
Route 46, Passaic Avenue to Willowbrook Mall (DBNUM: 9233B3; UPC: 009231)															
	NJTPA	CON	NHPP		\$37.200										\$37.200
Route 47, Bridge over Big Timber Creek (DBNUM: 11371; UPC: 113710)															
	DVRPC	CON	STBG					\$10.000	\$17.900						\$27.900
			P												
Route 47, Grove St. to Route 130, Pavement (DBNUM: 12305; UPC: 123050)															
	DVRPC	CON	STBG					\$10.000	\$14.941						\$24.941
			P												
Route 70, Route 38 to Cropwell Road (DBNUM: 11338; UPC: 113380)															
	DVRPC	CON	NHPP			\$15.500	\$15.500	\$15.500	\$16.000						\$62.500
Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (DBNUM: 11385; UPC: 113850)															
	NJTPA	CON	NHPP			\$20.304	\$19.116								\$39.420



## Table 11

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## NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Route 72, Manahawkin Bay Bridges, Contract 4 (DBNUM: 00357C; UPC: 118014)															
	NJTPA	CON	NHPP	\$36.753	\$26.506										\$63.259
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections (DBNUM: 12380; UPC: 123800)															
	DVRPC	CON	NHPP										\$24.850	\$24.850	\$49.700
Route 76, Bridges over Route 130 (DBNUM: 11326A; UPC: 148090)															
	DVRPC	CON	NHPP				\$14.500	\$15.335							\$29.835
Route 76/676 Bridges and Pavement (DBNUM: 11326; UPC: 113260)															
	DVRPC	CON	NHPP				\$10.000	\$10.000	\$10.000	\$10.050					\$40.050
Route 80 WB, McBride Avenue (CR 639) to Polify Road (CR 55) (DBNUM: 11415; UPC: 114150)															
	NJTPA	CON	NHPP						\$40.000	\$40.000	\$105.000				\$185.000
	NJTPA	CON	STAT E						\$60.000	\$60.000					\$120.000
	NJTPA	DES	NHPP				\$9.000	\$10.000							\$19.000
Route 80, Bridge over Passaic River, Riverview Drive & Mc Bride Avenue (DBNUM: 17316; UPC: 173160)															
	NJTPA	CON	NHPP						\$28.000	\$28.250					\$56.250
Route 80, Bridges over Howard Boulevard (CR 615) (DBNUM: 15351; UPC: 153510)															
	NJTPA	CON	NHPP						\$10.000	\$20.500					\$30.500
Route 80, Route 15 Interchange (DBNUM: 93139; UPC: 950442)															
	NJTPA	CON	NHPP							\$18.750	\$18.750	\$19.000			\$56.500
Route 206, Doctors Way to Valley Road (DBNUM: 780B; UPC: 108022)															
	NJTPA	CON	NHPP				\$16.000	\$16.000							\$32.000
Route 206, Valley Road to Brown Avenue (DBNUM: 780A; UPC: 108021)															
	NJTPA	CON	NHPP				\$15.000	\$15.000	\$16.000						\$46.000
Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B (DBNUM: 779; UPC: 960597)															
	NJTPA	CON	NHPP		\$20.000	\$17.000	\$15.000								\$52.000

## Table 11

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# NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Route 280, Route 21 Interchange Improvements (DBNUM: 00314; UPC: 003140)															
	NJTPA	CON	NHPP	\$62.700											\$62.700
Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit (DBNUM: 12318; UPC: 123180)															
	NJTPA	CON	NHPP				\$12.000	\$12.000							\$24.000
Route 287/78, I-287/202/206 Interchange Improvements (DBNUM: 04389; UPC: 043890)															
	NJTPA	CON	NHPP	\$20.000	\$12.200										\$32.200
Route 295/38, Missing Moves, Mount Laurel (DBNUM: 191A; UPC: 009050)															
	DVRPC	CON	NHFP -HWY							\$24.000	\$24.000	\$24.000			\$72.000
	DVRPC	ROW	NHPP					\$8.000	\$12.000						\$20.000
Route 295/42, Missing Moves, Bellmawr (DBNUM: 355A; UPC: 950541)															
	DVRPC	CON	NHPP			\$53.000	\$53.000	\$54.000							\$160.000
Route 295/42/I-76, Direct Connection, Contract 3 (DBNUM: 355D; UPC: 113020)															
	DVRPC	CON	NHFP -HWY	\$55.514	\$29.607	\$33.308									\$118.429
	DVRPC	CON	NHPP	\$74.486	\$33.393	\$3.692									\$111.571
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)															
	DVRPC	CON	NHPP				\$12.991	\$10.367	\$32.558	\$4.549					\$60.465
	DVRPC	CON	NHFP -HWY				\$37.009	\$39.633	\$42.442	\$45.451					\$164.535
<b>Federal Multi-year Funding Total</b>				\$249.5	\$170.5	\$230.4	\$360.0	\$387.2	\$373.7	\$296.5	\$200.8	\$144.9	\$161.5	\$81.9	\$2,656.8

## Table 12

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# NJDOT Multi-year Funded State Projects (\$ millions)

Project Name	MPO	Phase	Fund	Prior FYs	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Route 80, WB Rockfall Mitigation, Hardwick Township (DBNUM: 09545; UPC: 095450)															
	NJTPA	CON	STATE				\$20.000	\$20.000	\$19.150						\$59.150
Route 322, Corridor Congestion Relief Project (DBNUM: 07369; UPC: 073690)															
	DVRPC	ERC	STATE	\$15.000	\$1.000										\$16.000
Route 495, Route 1&9/Paterson Plank Road Bridge (DBNUM: 06373; UPC: 063730)															
	NJTPA	CON	STATE	\$30.000											\$30.000
<b>Multi-year Funding Total</b>				\$45.0	\$1.0	\$0.0	\$20.0	\$20.0	\$19.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$105.2

## Table 13

### NJ TRANSIT Federal Equipment Lease Payments (\$ millions)

Project Name (ID #)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
<b>Bus Acquisition Program (DBNUM: T111)</b>											
<i>Note: Annual lease payments 1371 Cruiser buses through FY 2016.</i>											
	\$1.000										\$1.000
<b>Hudson-Bergen LRT System MOS II (DBNUM: T89)</b>											
<i>Note: Costs anticipated to run through FY 2016 for vehicle leases.</i>											
	\$17.000										\$17.000
<b>Rail Rolling Stock Procurement (DBNUM: T112)</b>											
<i>Note: Annual Lease payments for 200 Comet V through FY 2016, 29 Electric Locomotives through FY 2016, 33 Diesel Locomotives through FY 2016, 22 Dual Power Locomotives through 2022.</i>											
	\$104.000	\$48.000	\$48.000	\$48.000	\$48.000	\$48.000	\$21.000				\$365.000

## 2. Regional Highway Projects/Programs

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DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
15420	ADA South, Contract 1 w/o ROW	NJDOT	Somers Point City	Atlantic	SJTPO	CON	STATE			\$ 3.000							
15420A	ADA South, Contract 1 with ROW	NJDOT	Galloway Twp	Atlantic	SJTPO	CON	STATE				\$ 1.600						
15421	ADA South, Contract 2	NJDOT	Various	Cumberland	SJTPO	CON	STBGP		\$ 7.500								
S1702	Baltic Avenue, Maine to Mississippi Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-SJ			\$ 0.990							
						DES	STBGP-SJ		\$ 0.100								
03304	Bridge Deck/Superstructure Replacement Program	NJDOT	Various	Various	SJTPO	ERC	NHPP	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 2.000	\$ 2.000	\$ 4.000	\$ 4.000
S1703	Chelsea and Albany Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-SJ		\$ 1.000								
						DES	STBGP-SJ	\$ 0.100									
S1004	Corsons Tavern Road (CR 628), Resurfacing Woodbine-Ocean View Road to US Route 9	Cape May County	Upper Twp	Cape May	SJTPO	CON	STBGP-SJ		\$ 1.682								
S1406	CR 551 (Hook Road), E. Pittsfield Street to Route 295	Salem County	Pennsville Twp	Salem	SJTPO	CON	STBGP-SJ	\$ 2.000									
S1706	CR 559 Alternate (Ocean Heights Avenue), Harbor Ave to Salma Terrace	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-SJ				\$ 1.800						
S1708	CR 563 (Tilton Road), Uibel Avenue to Delilah Road	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-SJ			\$ 2.100							
S1403	Cumberland County Federal Road Program	Cumberland County	Various	Cumberland	SJTPO	ERC	STBGP-SJ	\$ 2.200	\$ 2.100	\$ 2.100	\$ 2.100						
S1705	Delilah Road (CR 646), English Creek Road to Sharkey Place	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-SJ	\$ 1.500									
S1713	Landis Avenue, Mill Road to Rt 55	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-SJ		\$ 1.300								
						DES	STBGP-SJ	\$ 0.050									
S1407	Landis Avenue, Phase V, Mill Road to Orchard Road (CR 628)	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-SJ	\$ 1.710									
10347	Local Aid Consultant Services	NJDOT	Various	Various	SJTPO	EC	STBGP-SJ		\$ 0.100		\$ 0.100		\$ 0.100		\$ 0.100		\$ 0.100
X065	Local CMAQ Initiatives	Local Lead	Various	Various	SJTPO	EC	CMAQ	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900
06326	Local Concept Development Support	NJDOT	Various	Various	SJTPO	PLS	STBGP-SJ	\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275
X41A1	Local County Aid, SJTPO	Local Lead	Various	Various	SJTPO	ERC	STATE	\$ 23.240	\$ 23.240	\$ 23.240	\$ 23.240	\$ 23.240	\$ 23.240	\$ 23.240	\$ 21.620	\$ 21.620	\$ 21.620
X98A1	Local Municipal Aid, SJTPO	Local Lead	Various	Various	SJTPO	ERC	STATE	\$ 13.560	\$ 13.560	\$ 13.560	\$ 13.560	\$ 13.560	\$ 13.560	\$ 13.560	\$ 12.550	\$ 12.550	\$ 12.550
04314	Local Safety/ High Risk Rural Roads Program	Local Lead	Various	Various	SJTPO	ERC	HSIP	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
X30A	Metropolitan Planning	MPO	Various	Various	SJTPO	PLS	PL	\$ 1.030	\$ 1.048	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069
						PLS	PL-FTA	\$ 0.273	\$ 0.273	\$ 0.273	\$ 0.273	\$ 0.273	\$ 0.273	\$ 0.273	\$ 0.273	\$ 0.273	\$ 0.273
						PLS	STBGP-SJ	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265
S1714	Mill Road, Landis Avenue to CR 540 (Almond Road)	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-SJ		\$ 1.640								
						DES	STBGP-SJ		\$ 0.050								
S1704	Municipal Road Resurfacing Program	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-SJ				\$ 1.000						
						DES	STBGP-SJ		\$ 0.100								
S1710	Ocean Drive (CR 619), 62nd Street to 80th Street	Cape May County	Avalon Boro	Cape May	SJTPO	CON	STBGP-SJ				\$ 1.920						
S1711	Pacific Avenue (CR 621), Fish Dock Road to Rambler Road	Cape May County	Lower Twp	Cape May	SJTPO	CON	STBGP-SJ			\$ 2.148							
S1716	Park Avenue, NW Boulevard to Delsea Drive	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-SJ				\$ 4.265						
X35A1	Rail-Highway Grade Crossing Program, Federal	NJDOT	Various	Various	SJTPO	EC	RHC	\$ 2.000	\$ 2.000	\$ 2.200	\$ 2.200	\$ 2.400	\$ 2.400	\$ 2.600	\$ 2.600	\$ 2.800	\$ 2.800
99327A	Resurfacing, Federal	NJDOT	Various	Various	SJTPO	ERC	NHPP				\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 8.000	\$ 11.000
11416	Route 30, Atco Avenue to Route 206	NJDOT	Waterford Twp	Camden	SJTPO	CON	STATE		\$ 1.844								
14427	Route 30, Bridge over Beach Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	CON	NHPP			\$ 16.600							
						DES	STATE		\$ 2.000								
14428	Route 30, Bridge over Duck Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	CON	NHPP					\$ 12.600					
						DES	STATE			\$ 1.000							
						PE	STATE		\$ 0.700								
16350	Route 30, Bridge over Newfound Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	CON	NHPP					\$ 14.400					
						DES	STATE		\$ 0.600								
						PE	STATE	\$ 0.400									
11337	Route 30, Elmwood Rd/Weymouth Rd (CR 623) to Haddon Ave.	NJDOT	Mullica Twp	Atlantic	SJTPO	CON	NHPP	\$ 11.600	\$ 11.800								
08371	Route 40, Atlantic County, Drainage	NJDOT	Egg Harbor Twp	Atlantic	SJTPO	CON	NHPP			\$ 10.900							
						DES	STATE	\$ 1.900									
						ROW	STATE		\$ 1.000								
12413	Route 40, Elmer Lake to Elmwood Avenue	NJDOT	Upper Pittsgrove Twp	Gloucester	SJTPO	CON	STATE				\$ 4.589						
15370	Route 40, Hamilton Common Drive to West End Avenue (CR 629)	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	STATE			\$ 7.200							
12411	Route 40, NJ Turnpike to E Quillytown Rd	NJDOT	Carneys Point Twp	Salem	SJTPO	CON	STATE	\$ 3.540									
04308	Route 40, Woodstown Intersection Improvements	NJDOT	Woodstown Boro	Salem	SJTPO	CON	NHPP	\$ 2.822									

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
196A5	Route 40/322, Median Closures, Delilah Road to East Fire Road	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	NHPP								\$ 6.700		
						ROW	NHPP						\$ 1.000				
						DES	STATE				\$ 1.200						
						PE	STATE		\$ 0.700								
S1414	Route 47 (Rio-Grande Avenue), Park Boulevard to George Redding Bridge	Cape May County	Wildwood City	Cape May	SJTPO	CON	STBGP-SJ	\$ 2.000									
17303	Route 47, Bridge over Dennis Creek	NJDOT	Dennis Twp	Cape May	SJTPO	CON	NHPP					\$ 0.850					
						DES	STATE		\$ 0.300								
						PE	STATE	\$ 0.500									
16346	Route 47, Bridge over Menantico Creek	NJDOT	Maurice River Twp	Cumberland	SJTPO	CON	STATE				\$ 4.150						
						DES	STATE		\$ 1.000								
						PE	STATE	\$ 0.800									
12320	Route 47, Nummytown Mill Pond Dam	NJDOT	Middle Twp	Cape May	SJTPO	CON	STATE		\$ 0.700								
2149F1	Route 47/347 and Route 49/50 Corridor Enhancement	NJDOT	Various	Cape May	SJTPO	CON	CMAQ	\$ 7.900									
15314	Route 49, Bridge over Maurice River	NJDOT	Millville City	Cumberland	SJTPO	CON	STATE			\$ 5.300							
						DES	STATE		\$ 1.100								
						ROW	STATE		\$ 0.050								
95017	Route 49, Buckshutem Road, Intersection Improvements (CR 670)	NJDOT	Bridgeton City	Cumberland	SJTPO	CON	STATE			\$ 7.350							
						ROW	STATE		\$ 2.200								
11423	Route 49, Sarah Run Drive to Garrison Lane, Pavement	NJDOT	Various	Cumberland	SJTPO	CON	NHPP	\$ 9.000									
S1412	Route 73 (Blue Anchor Road), Route 322 to Route 54 (Twelfth Street)	Atlantic County	Folsom Boro	Atlantic	SJTPO	CON	STBGP-SJ	\$ 1.500									
15390	Route 77, Route 49 to Friesburg Road (CR 640)	NJDOT	Bridgeton City	Cumberland	SJTPO	CON	STATE			\$ 4.100							
93216	Route 130, Hollywood Avenue (CR 618)	NJDOT	Carneys Point Twp	Salem	SJTPO	CON	STATE	\$ 4.608									
11414	Route 130, Plant Street to High Hill Road (CR 662)	NJDOT	Logan Twp	Salem	SJTPO	CON	STATE			\$ 9.409							
						ROW	STATE	\$ 0.962									
						DES	STATE				\$ 1.800						
15448	Route 322, Bridge over Great Egg Harbor River	NJDOT	Hamilton Twp	Atlantic	SJTPO	PE	STATE		\$ 1.000								
						CON	STBGP								\$ 6.545		
						ROW	STBGP						\$ 0.150				
12433	Route 322, Route 50 to Leipzig Avenue	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	STBGP		\$ 12.476								
S1501	Salem County Mill and Overlay Resurfacing Program	Salem County	Various	Salem	SJTPO	CON	STBGP-SJ		\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500					
						DES	STBGP-SJ	\$ 0.150	\$ 0.150	\$ 0.150	\$ 0.150						
S044	SJTPO, Future Projects	SJTPO	Various	Various	SJTPO	ERC	STBGP-SJ	\$ 0.002	\$ 1.430	\$ 0.935	\$ 1.945	\$ 4.348	\$ 12.520	\$ 12.683	\$ 13.052	\$ 13.227	\$ 13.607
09361	South Inlet Transportation Improvement Project	SJTA/CRDA	Atlantic City	Atlantic	SJTPO	CON	STATE	\$ 1.504	\$ 1.504	\$ 1.504	\$ 1.504	\$ 1.504	\$ 1.504	\$ 1.504	\$ 1.504	\$ 1.193	
S1712	Third Avenue (CR 619), Great Channel Bridge to 96th Street	Cape May County	Stone Harbor Boro	Cape May	SJTPO	CON	STBGP-SJ					\$ 2.050					
S1707	Third Street (aka Wiltseys Mill Rd CR 724), Old Forks Road to Wood Street	Atlantic County	Hammonont Twp	Atlantic	SJTPO	CON	STBGP-SJ		\$ 0.600								
X107	Transportation Alternatives Program	NJDOT	Various	Various	SJTPO	ERC	TAP	\$ 0.510	\$ 0.510	\$ 0.510	\$ 0.510	\$ 0.510	\$ 0.510	\$ 0.510	\$ 0.510	\$ 0.510	\$ 0.510
S1715	West Avenue, Landis Avenue to Chestnut Avenue	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-SJ				\$ 1.595						
S1709	Westcoat Road (CR 685), Mill Road to Delilah Road	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-SJ		\$ 1.600								

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**ADA South, Contract 1 w/o ROW****DBNUM:** 15420**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Somers Point City**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A (Exempt)

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Rt. 52 Causeway Replacement and Somers Pt. Circle
- 2) Rt. 322 Eight St. to Watering Race Brook

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE			\$3.000							

**ADA South, Contract 1 with ROW****DBNUM:** 15420A**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Galloway Twp**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian

**LEGISLATIVE DISTRICT:** 9**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A (Exempt)

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites:

- 1) Rt. 30 and Pomona Rd
- 2) Rt. 206 Rizzotte Drive to Burlington County line

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE				\$1.600						



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**ADA South, Contract 2****DBNUM:** 15421**COUNTY:** Cumberland**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A (Exempt)

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP		\$7.500								

**Baltic Avenue, Maine to Mississippi Avenues****DBNUM:** S1702**COUNTY:** Atlantic**SPONSOR:** Atlantic City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Atlantic City**MILEPOST(S):** 0 - 1.68

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Mill 3" and Repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ			\$0.990							
1827	SJTPO	DES	STBGP-SJ		\$0.100								

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Bridge Deck/Superstructure Replacement Program****DBNUM:** 03304**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Deck Rehab and Replacement

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S19 (Exempt)

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$2.000	\$2.000	\$4.000	\$4.000

**Chelsea and Albany Avenues****DBNUM:** S1703**COUNTY:** Atlantic**SPONSOR:** Atlantic City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Atlantic City**MILEPOST(S):** 0 - 0.34

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Mill 3" and Repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ		\$1.000								
1827	SJTPO	DES	STBGP-SJ	\$0.100									

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Corsons Tavern Road (CR 628), Resurfacing Woodbine-Ocean View Road to US Route 9****DBNUM:** S1004**COUNTY:** Cape May**SPONSOR:** Cape May County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Upper Twp**MILEPOST(S):** 4.71 - 6.75

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Roadway resurfacing and drainage improvements from Woodbine-Ocean View Road (CR 550) to Rt. US 9.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ		\$1.682								

**CR 551 (Hook Road), E. Pittsfield Street to Route 295****DBNUM:** S1406**COUNTY:** Salem**SPONSOR:** Salem County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Pennsville Twp**MILEPOST(S):** 2.16 - 4.66

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Resurfacing of Hook Road (CR 551) from East Pittsfield Street to I-295 NB Including Raising of a 1000-Foot Long Section at MP 2.85 to Alleviate Flooding.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ	\$2.000									

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**CR 559 Alternate (Ocean Heights Avenue), Harbor Ave to Salma Terrace****DBNUM:** S1706**COUNTY:** Atlantic**SPONSOR:** Atlantic County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Egg Harbor Twp**MILEPOST(S):** 7.54 - 8.79

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Resurfacing of the HMA Surface Course and HMA Base Course Repairs as needed. This roadway has: a highway classification of Urban Minor Arterial, approximately ADT range of 8,311 (2013yr.) to 11,880 (2012yr.) 50mph posted speed limit, a signalized intersection at or near beginning of project limit, driveways, striping, signage, pavement marking, curbing, sidewalk, drainage, guiderail, etc. Improvements will include pavement resurfacing, pavement structure upgrades as needed, and any other incidental work to improve safety and longevity of the roadway.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ				\$1.800						

**CR 563 (Tilton Road), Uibel Avenue to Delilah Road****DBNUM:** S1708**COUNTY:** Atlantic**SPONSOR:** Atlantic County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Egg Harbor Twp**MILEPOST(S):** 7.14-8.79

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Resurfacing of the HMA Surface Course and HMA Base Course Repairs as needed. This roadway has: a highway classification of Urban Principal Arterial, approximately ADT of 11,090 (yr. 2014), 50 mph posted speed limit, signalized intersections at or near both limits, bridge with concrete surface over Atlantic City expressway, driveways, striping, signage, pavement marking, curbing, sidewalk, drainage, guiderail, etc. Improvements will include pavement resurfacing, pavement structure upgrades as needed, and any other incidental work to improve safety and longevity of the roadway.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ				\$2.100						

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Cumberland County Federal Road Program****DBNUM:** S1403**COUNTY:** Cumberland**SPONSOR:** Cumberland Count**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A, S10 (Exempt)

Mill &amp; Overlay of various roadways throughout the county within the existing right-of-way.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	ERC	STBGP-SJ	\$2.200	\$2.100	\$2.100	\$2.100						

**Delilah Road (CR 646), English Creek Road to Sharkey Place****DBNUM:** S1705**COUNTY:** Atlantic**SPONSOR:** Atlantic County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Egg Harbor Twp**MILEPOST(S):** 0.88 - 2.15

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Reconstruction of HMA Base Course, HMA Surface Course, and Sub-base as heeded. This section of roadway has: as highway classification of Urban Minor Arterial, approximately ADT of 21 ,000 (2012 yr.), several signalized intersections, bridge with concrete surface over Atlantic City expressway, driveways, striping, signage, pavement marking, curbing, sidewalk, drainage, guiderail, etc. Improvements will include pavement structure upgrades and any other incidental work to improve safety and longevity of the roadway.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ	\$1.500									

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Landis Avenue, Mill Road to Rt 55****DBNUM:** S1713**COUNTY:** Cumberland**SPONSOR:** Vineland City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Vineland City**MILEPOST(S):** 7.69 - 8.21

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ		\$1.300								
1827	SJTPO	DES	STBGP-SJ	\$0.050									

**Landis Avenue, Phase V, Mill Road to Orchard Road (CR 628)****DBNUM:** S1407**COUNTY:** Cumberland**SPONSOR:** Vineland City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Vineland City**MILEPOST(S):** 8.21 - 8.69

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This project provides mill & overlay on the roadway within existing Right-of-Way.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ	\$1.710									

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Local Aid Consultant Services****DBNUM:** 10347**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Reg Plng and Project Developme

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A, X1 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	EC	STBGP-SJ		\$0.100		\$0.100		\$0.100		\$0.100		\$0.100

**Local CMAQ Initiatives****DBNUM:** X065**COUNTY:** Various**SPONSOR:** Local Lead**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Demand Management

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** AQ, NA, X3 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	EC	CMAQ	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Local Concept Development Support****DBNUM:** 06326**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Reg Plng and Project Developme

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O1, X1, O10C (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	PLS	STBGP-SJ	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275

**Local County Aid, SJTPO****DBNUM:** X41A1**COUNTY:** Various**SPONSOR:** Local Lead**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Aid to Counties

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10C (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	ERC	STATE	\$23.240	\$23.240	\$23.240	\$23.240	\$23.240	\$23.240	\$23.240	\$21.620	\$21.620	\$21.620



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Local Municipal Aid, SJTPO****DBNUM:** X98A1**COUNTY:** Various**SPONSOR:** Local Lead**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Aid to Municipalities

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10C (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	ERC	STATE	\$13.560	\$13.560	\$13.560	\$13.560	\$13.560	\$13.560	\$13.560	\$12.550	\$12.550	\$12.550

**Local Safety/ High Risk Rural Roads Program****DBNUM:** 04314**COUNTY:** Various**SPONSOR:** Local Lead**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S6 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	ERC	HSIP	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Metropolitan Planning****DBNUM:** X30A**COUNTY:** Various**SPONSOR:** MPO**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Reg Plng and Project Developme

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A, X1, O10C (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	PLS	PL	\$1.030	\$1.048	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069
1827	SJTPO	PLS	PL-FTA	\$0.273	\$0.273	\$0.273	\$0.273	\$0.273	\$0.273	\$0.273	\$0.273	\$0.273	\$0.273
1827	SJTPO	PLS	STBGP-SJ	\$0.265	\$0.265	\$0.265	\$0.265	\$0.265	\$0.265	\$0.265	\$0.265	\$0.265	\$0.265

**Mill Road, Landis Avenue to CR 540 (Almond Road)****DBNUM:** S1714**COUNTY:** Cumberland**SPONSOR:** Vineland City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Vineland City**MILEPOST(S):** 1.63 - 2.13

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ			\$1.640							
1827	SJTPO	DES	STBGP-SJ		\$0.050								

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Municipal Road Resurfacing Program****DBNUM:** S1704**COUNTY:** Atlantic**SPONSOR:** Atlantic City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Atlantic City**MILEPOST(S):** N/A

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Mill 3" and Repave, concrete base reconstruction, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ				\$1.000						
1827	SJTPO	DES	STBGP-SJ			\$0.100							

**Ocean Drive (CR 619), 62nd Street to 80th Street****DBNUM:** S1710**COUNTY:** Cape May**SPONSOR:** Cape May County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Avalon Boro**MILEPOST(S):** 4.28-5.24

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

The project consists of milling and resurfacing 0.96 mile section of County Road No. 619. Cross slopes of the asphalt pavement will be made compliant with AAHSTO standards. The curb ramps at each intersection with sidewalks will be brought into compliance with ADA requirements. Long life pavement stripes and markings will be installed upon completion of the paving. Additional stormwater drainage facilities will be provided to reduce the spread of ponding water in the gutter. Stormwater management and bicycle compliant grates and frames will be installed on existing catch basins.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ				\$1.920						

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Pacific Avenue (CR 621), Fish Dock Road to Rambler Road****DBNUM:** S1711**COUNTY:** Cape May**SPONSOR:** Cape May County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Lower Twp**MILEPOST(S):** 2.36-4.06

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

The project consists of milling and resurfacing 1.70 mile section of County Road No. 621. Cross slopes of the asphalt pavement will be made compliant with AAHSTO standards. The curb ramps at each intersection with sidewalks will be brought into compliance with ADA requirements. The traffic signals within the limits of the project will also brought into compliance with ADA and MUTCD requirements. Long life pavement stripes and markings will be installed upon completion of the paving. Additional stormwater drainage facilities will be provided to reduce the spread of ponding water in the gutter. Stormwater management and bicycle compliant grates and frames will be installed on existing catch basins.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ			\$2.148							

**Park Avenue, NW Boulevard to Delsea Drive****DBNUM:** S1716**COUNTY:** Cumberland**SPONSOR:** Vineland City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Vineland City**MILEPOST(S):** 33.31 - 34.22

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ					\$4.265					

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Rail-Highway Grade Crossing Program, Federal****DBNUM:** X35A1**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S1, S8 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	EC	RHC	\$2.000	\$2.000	\$2.200	\$2.200	\$2.400	\$2.400	\$2.600	\$2.600	\$2.800	\$2.800

**Resurfacing, Federal****DBNUM:** 99327A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	ERC	NHPP					\$3.000	\$3.000	\$3.000	\$3.000	\$8.000	\$11.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 30, Atco Avenue to Route 206****DBNUM:** 11416**COUNTY:** Camden**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Waterford Twp**MILEPOST(S):** 19.51 - 29.70

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 8**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Initiated from the Pavement Management System, this project will resurface within the project limits. The project will include guiderail replacement, installation of handicapped ramps and crosswalks and upgrading of traffic signals.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE		\$1.844								

**Route 30, Bridge over Beach Thorofare****DBNUM:** 14427**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Atlantic City**MILEPOST(S):** 56.77

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** 0103152**AIR QUALITY CODE:** S19 (Exempt)

The purpose of this project is to rehabilitate the deficient bridge components to bring them up to current standards, and improve the functionality, reliability, and service life of the structure.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	NHPP			\$16.600							
1827	SJTPO	DES	STATE		\$2.000								

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 30, Bridge over Duck Thorofare****DBNUM:** 14428**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Atlantic City**MILEPOST(S):** 56.25

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** 0103153**AIR QUALITY CODE:** S19 (Exempt)

Initiated from the Bridge Management System, the project will rehabilitate/replace the bridge.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	NHPP						\$12.600				
1827	SJTPO	DES	STATE				\$1.000						
1827	SJTPO	PE	STATE		\$0.700								

**Route 30, Bridge over Newfound Thorofare****DBNUM:** 16350**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Atlantic City**MILEPOST(S):** 55.8

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** 0103154**AIR QUALITY CODE:** S19 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	NHPP						\$14.400				
1827	SJTPO	DES	STATE		\$0.600								
1827	SJTPO	PE	STATE	\$0.400									

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 30, Elmwood Rd/Weymouth Rd (CR 623) to Haddon Ave.****DBNUM:** 11337**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Mullica Twp**MILEPOST(S):** 36.4 - 51.18

Road Assets: Highway Rehab and Recon

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NR1, S10 (Exempt)

Initiated from the Pavement Management System, this project will resurface within the project limits. The project includes; corrections made to deficiencies in the sidewalks, curbing, curb ramps, intersections, and swales and some inlets will be constructed to eliminate ponding. Guiderail will be brought up to current standards.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	NHPP	\$11.600	\$11.800								

**Route 40, Atlantic County, Drainage****DBNUM:** 08371**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Egg Harbor Twp**MILEPOST(S):** 60.4 - 63.5

Road Assets: Drainage

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This project will raise approximately one mile of Rt 40/322 to reduce flooding. Construction will include new pavement, new curbs and sidewalks, relocation of aerial and underground utilities, and new drainage.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	NHPP			\$10.900							
1827	SJTPO	DES	STATE	\$1.900									
1827	SJTPO	ROW	STATE		\$1.000								



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 40, Elmer Lake to Elmwood Avenue****DBNUM:** 12413**COUNTY:** Gloucester**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Upper Pittsgrove T**MILEPOST(S):** 20.6-24.8 & 26.

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE				\$4.589						

**Route 40, Hamilton Common Drive to West End Avenue (CR 629)****DBNUM:** 15370**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Hamilton Twp**MILEPOST(S):** 52.2-63.5

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Federal Resurfacing/Rehab project. MP 52.2-54.3, 59.7-63.5; EB 56.5-57.1; WB 55.5-57.1

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE				\$7.200						

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 40, NJ Turnpike to E Quillytown Rd****DBNUM:** 12411**COUNTY:** Salem**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Carneys Point Twp**MILEPOST(S):** EB3.4-5.7; WB

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE	\$3.540									

**Route 40, Woodstown Intersection Improvements****DBNUM:** 04308**COUNTY:** Salem**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Woodstown Boro**MILEPOST(S):** 10.46 - 10.87

Congestion Relief: Highway Operational Improvements

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NR1, S10 (Exempt)

This project provides Route 40/Route 45 intersection improvements, including; resurfacing of Route 45, reconstruction of the existing pavement along Route 40, upgrading of all roadway appurtenances, and sidewalk improvements to comply with ADA standards.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	NHPP	\$2.822									

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 40/322, Median Closures, Delilah Road to East Fire Road****DBNUM:** 196A5**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Hamilton Twp**MILEPOST(S):** 53.21 - 58.11

Congestion Relief: Highway Operational Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S6 (Exempt)

This study, a break out from DBNUM 196A, will address safety concerns within the delineated limits.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	NHPP								\$6.700		
1827	SJTPO	DES	STATE				\$1.200						
1827	SJTPO	PE	STATE		\$0.700								
1827	SJTPO	ROW	NHPP						\$1.000				

**Route 47 (Rio-Grande Avenue), Park Boulevard to George Redding Bridge****DBNUM:** S1414**COUNTY:** Cape May**SPONSOR:** Cape May County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Wildwood City**MILEPOST(S):** 0.44 - 0.8

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Initiated from the Pavement Management System, this project will include resurfacing and drainage improvements within the project limits.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ	\$2.000									

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 47, Bridge over Dennis Creek****DBNUM:** 17303**COUNTY:** Cape May**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Dennis Twp**MILEPOST(S):** 18.46

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** 0508151**AIR QUALITY CODE:** S19 (Exempt)

Initiated by the Bridge Management System, this project will replace the bridge deck and superstructure of the structurally deficient bridge, built in 1928.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	NHPP					\$0.850					
1827	SJTPO	DES	STATE		\$0.300								
1827	SJTPO	PE	STATE	\$0.500									

**Route 47, Bridge over Menantico Creek****DBNUM:** 16346**COUNTY:** Cumberland**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Maurice River Twp**MILEPOST(S):** 36.25

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** 0601152**AIR QUALITY CODE:** S19 (Exempt)

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE				\$4.150						
1827	SJTPO	DES	STATE		\$1.000								
1827	SJTPO	PE	STATE	\$0.800									

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 47, Nummytown Mill Pond Dam****DBNUM:** 12320**COUNTY:** Cape May**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Middle Twp**MILEPOST(S):** 5.24-5.24

Bridge Assets: Dams

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** 0507199**AIR QUALITY CODE:** O1 (Exempt)

Initiated from the Bridge Management System, this class 2 dam has insufficient spillway capacity, as required by the New Jersey safety standards, and is a significant hazard. The dam requires rehabilitation to achieve compliance with the New Jersey Dam Safety standards.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE		\$0.700								

**Route 47/347 and Route 49/50 Corridor Enhancement****DBNUM:** 2149F1**COUNTY:** Cape May**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** Rt. 47: 1.9-32.4

Congestion Relief: Highway Operational Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S7 (Exempt)

This project will implement Intelligent Transportation System (ITS) strategies and alleviate summer traffic congestion in the Rt. 47/347 and Rt. 49/50 Corridors. The proposed project include the construction of 9 Dynamic Message signs and 3 CCTV Cameras along roadways in Cape May and Cumberland County. In addition, the project include the interconnection of traffic lights along Route 47 in Dennis Township.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	CMAQ		\$7.900								

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 49, Bridge over Maurice River****DBNUM:** 15314**COUNTY:** Cumberland**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Millville City**MILEPOST(S):** 36.2

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** 0605151**AIR QUALITY CODE:** S19 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE			\$5.300							
1827	SJTPO	DES	STATE		\$1.100								
1827	SJTPO	ROW	STATE		\$0.050								

**Route 49, Buckshutem Road, Intersection Improvements (CR 670)****DBNUM:** 95017**COUNTY:** Cumberland**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Bridgeton City**MILEPOST(S):** 25.95-26.70

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** 2020 (Non-Exempt)

The Rt. 49 project location is a six-legged intersection exhibiting substandard geometric features, safety and operational problems. The proposed project creates a new 4 legged intersection and realigns 2 local routes, that originally connected to Rt. 49, to improve safety.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE			\$7.350							
1827	SJTPO	ROW	STATE		\$2.200								

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 49, Sarah Run Drive to Garrison Lane, Pavement****DBNUM:** 11423**COUNTY:** Cumberland**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** 18.78 - 27.00;

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** Various**AIR QUALITY CODE:** S10 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	NHPP	\$9.000									

**Route 73 (Blue Anchor Road), Route 322 to Route 54 (Twelfth Street)****DBNUM:** S1412**COUNTY:** Atlantic**SPONSOR:** Atlantic County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Folsom Boro**MILEPOST(S):** 0.00 - 2.40

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Mill and overlay of the roadway within the existing right-of-way.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ	\$1.500									

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 77, Route 49 to Friesburg Road (CR 640)****DBNUM:** 15390**COUNTY:** Cumberland**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Bridgeton City**MILEPOST(S):** 0.0-8.03

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Federal Resurfacing/Rehab project. MP 0.0-1.4, 2.57-3.21, 6.82-8.03

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE			\$4.100							

**Route 130, Hollywood Avenue (CR 618)****DBNUM:** 93216**COUNTY:** Salem**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Carneys Point Twp**MILEPOST(S):** 2.20

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NR1 (Exempt)

This project provides for safety and operational improvements to address problems caused by the severe acute angle of the intersection. A horizontal curve also causes sight distance problems for Rt. 130 northbound traffic. Local business driveways are believed to contribute to accidents. Scope of project to be determined.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE	\$4.608									



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 130, Plant Street to High Hill Road (CR 662)****DBNUM:** 11414**COUNTY:** Salem**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Logan Twp**MILEPOST(S):** 0.2-10.98

Road Assets: Highway Rehab and Recon

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** Various**AIR QUALITY CODE:** S10 (Exempt)

Initiated by the Pavement Management System, this project consists of milling, resurfacing, reconstructing and rehabilitating certain sections within the project limits, replacing substandard guiderail, installing ADA-compliant curb ramps and correcting substandard geometric deficiencies. The pavement will be resurfaced within the entire project limits, with milling and paving on the mainline and shoulders. A small portion of the roadway is identified for reconstruction and the US 130 over Salem Canal concrete culvert will also be repaired.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE			\$9.409							
1827	SJTPO	ROW	STATE	\$0.962									

**Route 322, Bridge over Great Egg Harbor River****DBNUM:** 15448**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Hamilton Twp**MILEPOST(S):** 41.42

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** 0119154**AIR QUALITY CODE:** S19 (Exempt)

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1931 and widened in 1959.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP								\$6.545		
1827	SJTPO	DES	STATE				\$1.800						
1827	SJTPO	PE	STATE		\$1.000								
1827	SJTPO	ROW	STBGP						\$0.150				

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Route 322, Route 50 to Leipzig Avenue****DBNUM:** 12433**COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Hamilton Twp**MILEPOST(S):** 45.9-50.0

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP		\$12.476								

**Salem County Mill and Overlay Resurfacing Program****DBNUM:** S1501**COUNTY:** Salem**SPONSOR:** Salem County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 3**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This program provides milling and overlay resurfacing of various roadways in the County including safety improvements.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ		\$1.500	\$1.500	\$1.500	\$1.500					
1827	SJTPO	DES	STBGP-SJ	\$0.150	\$0.150	\$0.150	\$0.150						

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**SJTPO, Future Projects****DBNUM:** S044**COUNTY:** Various**SPONSOR:** SJTPO**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Reg Plng and Project Developme

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A (Exempt)

This program provides funding for local projects to be selected by the South Jersey Transportation Planning Organization, the designated Metropolitan Planning Organization for Salem, Cumberland, Cape May and Atlantic counties.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	ERC	STBGP-SJ	\$0.002	\$1.430	\$0.935	\$1.945	\$4.348	\$12.520	\$12.683	\$13.052	\$13.227	\$13.607

**South Inlet Transportation Improvement Project****DBNUM:** 09361**COUNTY:** Atlantic**SPONSOR:** SJTA/CRDA**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Atlantic City**MILEPOST(S):** N/A

Local System Support: Local Mobility Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** 2020 (Non-Exempt)

This project provides improvements to feeder roads in Atlantic City, as identified by the Casino Redevelopment Authority (CRDA). The improvements will maintain, operate and support Atlantic City Expressway Projects of the South Jersey Transportation Authority (SJTA). The project includes; Melrose Avenue between Delaware and Connecticut Avenues, Connecticut Avenue from Melrose to Oriental Avenues, Massachusetts Avenue, and various other intersection and capital improvements. The NJDOT has agreed to provide one-third of the eligible costs, up to \$17 M, plus the additional funds needed to finance bonds. Approximately \$1.5 M of Transportation Trust Fund (TTF) funding will be provided to the SJTA, by the NJDOT, annually for 20 years for this purpose (except for the first year which will be \$1.7 M of TTF funds). The SJTA will issue debt based on the NJDOT's funding guarantee, and provide the funding to CRDA.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STATE	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.193	

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Third Avenue (CR 619), Great Channel Bridge to 96th Street****DBNUM:** S1712**COUNTY:** Cape May**SPONSOR:** Cape May County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Stone Harbor Boro**MILEPOST(S):** 2.02-3.43

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

The project consists of milling and resurfacing 1.41 mile section of Third Avenue. Cross slopes of the asphalt pavement will be made compliant with AAHSTO standards. The curb ramps at each intersection with sidewalks will be brought into compliance with ADA requirements. The traffic signal and flashing beacons within the limits of the project will also brought into compliance with ADA and MUTCD requirements. Long life pavement stripes and markings will be installed upon completion of the paving. Additional stormwater drainage facilities will be provided to reduce the spread of ponding water in the gutter. Stormwater management and bicycle compliant grates and frames will be installed on existing catch basins.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ					\$2.050					

**Third Street (aka Wiltseys Mill Rd CR 724), Old Forks Road to Wood Street****DBNUM:** S1707**COUNTY:** Atlantic**SPONSOR:** Atlantic County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Hammonton Twp**MILEPOST(S):** 0.06 - 1.09

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 8**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Reconstruction of HMA Base Course, HMA Surface Course, and Sub-base as needed. This section of roadway has: as highway classification of Urban Minor Arterial, approximately ADT of 2,624 (2012yr.), driveways, striping, signage, pavement marking, curbing, sidewalk, drainage, guiderail, etc. Improvements will include pavement structure upgrades and any other incidental work to improve safety and longevity of the roadway.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ		\$0.600								

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Transportation Alternatives Program****DBNUM:** X107**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Transportation Enhancements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** AQ2, O8, X12 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	ERC	TAP	\$0.510	\$0.510	\$0.510	\$0.510	\$0.510	\$0.510	\$0.510	\$0.510	\$0.510	\$0.510

**West Avenue, Landis Avenue to Chestnut Avenue****DBNUM:** S1715**COUNTY:** Cumberland**SPONSOR:** Vineland City**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Vineland City**MILEPOST(S):** 0 - 0.49

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 1**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ				\$1.595						

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Westcoat Road (CR 685), Mill Road to Delilah Road****DBNUM:** S1709**COUNTY:** Atlantic**SPONSOR:** Atlantic County**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Egg Harbor Twp**MILEPOST(S):** 0.0-2.63

Local System Support: Local Roadway Improvements

**LEGISLATIVE DISTRICT:** 2**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Resurfacing of the HMA Surface Course and HMA Base Course Repairs as needed. This roadway has: a highway classification of Urban Minor Arterial, approximately ADT of 5,000 (yr. 2012), 50' ROW width, 50mph posted speed limit, Garden State Parkway Bridge Overpasses, several larger than ordinary utility poles, driveways, striping, signage, pavement marking, drainage, guiderail, etc. Improvements will include pavement resurfacing, pavement structure upgrades as needed, and any other incidental work to improve safety and longevity of the roadway.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	SJTPO	CON	STBGP-SJ		\$1.600								

### 3. NJDOT Statewide Projects/Programs

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DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
X12	Acquisition of Right of Way	NJDOT	Various	Various	Statewide	ROW	STATE	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500
13303	Active Traffic Management System (ATMS)	NJDOT	Various	Various	Statewide	ERC	CMAQ		\$ 6.000	\$ 7.000	\$ 13.000						
11344	ADA Curb Ramp Implementation	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
16322	ADA South, Contract 5	NJDOT	Galloway Twp	Atlantic	Statewide	ERC	STBGP	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
08415	Airport Improvement Program	NJDOT	Various	Various	Statewide	CON	STATE		\$ 1.360								
04311	Asbestos Surveys and Abatements	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
01335	Betterments, Dams	NJDOT	Various	Various	Statewide	DES	STATE	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500
X72B	Betterments, Roadway Preservation	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 0.400	\$ 0.120	\$ 0.420	\$ 0.120	\$ 0.420	\$ 0.120	\$ 0.440	\$ 0.120	\$ 0.440	\$ 0.120
X72C	Betterments, Safety	NJDOT	Various	Various	Statewide	EC	STATE	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000
X185	Bicycle & Pedestrian Facilities/Accommodations	NJDOT	Various	Various	Statewide	EC	STATE	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000
						ERC	CMAQ	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500
						ERC	STATE	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
						ERC	TAP	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500
03304	Bridge Deck/Superstructure Replacement Program	NJDOT	Various	Various	Statewide	ERC	BRIDGE-OFF	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
98315	Bridge Emergency Repair	NJDOT	Various	Various	Statewide	ERC	NHPP	\$ 5.100	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
X07A	Bridge Inspection	NJDOT	Various	Various	Statewide	EC	STATE	\$ 50.000	\$ 55.000	\$ 55.000	\$ 55.000	\$ 55.000	\$ 55.000	\$ 55.000	\$ 55.000	\$ 55.000	\$ 55.000
						EC	BRIDGE-OFF	\$ 3.000	\$ 7.000	\$ 3.460	\$ 7.730	\$ 3.620	\$ 8.070	\$ 3.780	\$ 8.400	\$ 3.780	\$ 8.400
						EC	NHPP	\$ 14.000	\$ 12.600	\$ 12.900	\$ 11.900	\$ 14.800	\$ 13.300	\$ 14.000	\$ 13.000	\$ 16.100	\$ 14.400
						EC	STBGP	\$ 7.750	\$ 11.100	\$ 7.140	\$ 10.270	\$ 7.680	\$ 10.930	\$ 7.820	\$ 11.200	\$ 8.520	\$ 12.100
14404	Bridge Maintenance and Repair, Movable Bridges	NJDOT	Various	Various	Statewide	EC	STATE	\$ 21.600	\$ 28.500	\$ 28.500	\$ 28.500	\$ 28.500	\$ 28.500	\$ 29.456	\$ 31.004	\$ 32.629	\$ 35.836
17357	Bridge Maintenance Fender Replacement	NJDOT	Various	Various	Statewide	ERC	NHPP	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
						ERC	STBGP	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
17358	Bridge Maintenance Scour Countermeasures	NJDOT	Various	Various	Statewide	ERC	NHPP	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
						ERC	STBGP	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
X70	Bridge Management System	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 0.950	\$ 0.950	\$ 0.950	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.050	\$ 1.050	\$ 1.050
13323	Bridge Preventive Maintenance	NJDOT	Various	Various	Statewide	EC	NHPP	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000
						EC	STATE	\$ 25.000	\$ 30.000	\$ 30.000	\$ 30.000	\$ 30.000	\$ 30.000	\$ 30.000	\$ 30.000	\$ 30.000	\$ 30.000
						EC	STBGP	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000
08381	Bridge Replacement, Future Projects	NJDOT	Various	Various	Statewide	ERC	NHPP	\$ 6.000	\$ 2.800	\$ 3.572	\$ 15.458	\$ 11.378	\$ 8.672	\$ 48.426	\$ 43.702	\$ 68.325	\$ 70.861
08381	Bridge Replacement, Future Projects	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 1.600	\$ 22.638	\$ 22.038	\$ 22.038	\$ 2.038	\$ 22.038	\$ 107.038	\$ 98.500	\$ 98.500	\$ 98.500
98316	Bridge Scour Countermeasures	NJDOT	Various	Various	Statewide	ERC	NHPP	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500
98319	Capital Contract Payment Audits	NJDOT	Various	Various	Statewide	EC	STATE	\$ 1.000	\$ 1.300	\$ 1.300	\$ 1.300	\$ 1.300	\$ 1.300	\$ 1.300	\$ 1.300	\$ 1.300	\$ 1.300
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
02378	Congestion Relief, Operational Improvements (Fast Move Program)	NJDOT	Various	Various	Statewide	EC	STATE	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
X180	Construction Inspection	NJDOT	Various	Various	Statewide	EC	STATE	\$ 9.000	\$ 10.000	\$ 10.000	\$ 11.500	\$ 11.500	\$ 11.500	\$ 11.500	\$ 11.500	\$ 11.500	\$ 11.500
05304	Construction Program IT System (TRNS.PORT)	NJDOT	Various	Various	Statewide	EC	STATE	\$ 0.750	\$ 0.770	\$ 0.800	\$ 0.850	\$ 0.850	\$ 0.875	\$ 0.900	\$ 0.900	\$ 0.950	\$ 0.975
X242	Crash Reduction Program	NJDOT	Various	Various	Statewide	EC	HSIP	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
09316	Culvert Replacement Program	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
						ERC	STBGP	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
X142	DBE Supportive Services Program	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 0.330	\$ 0.330	\$ 0.330	\$ 0.330	\$ 0.330	\$ 0.330	\$ 0.330	\$ 0.330	\$ 0.330	\$ 0.330
15322	Delaware & Raritan Canal Bridges	NJDOT	Various	Mercer	Statewide	CON	STATE				\$ 10.050						
						DES	STATE			\$ 1.200							
						PE	STATE		\$ 1.000								
X106	Design, Emerging Projects	NJDOT	Various	Various	Statewide	DES	STATE	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000
						DES	STBGP	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
05342	Design, Geotechnical Engineering Tasks	NJDOT	Various	Various	Statewide	DES	STATE		\$ 0.500	\$ 0.500		\$ 0.500	\$ 0.500		\$ 0.500	\$ 0.500	
X197	Disadvantaged Business Enterprise	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100
X154D	Drainage Rehabilitation & Improvements	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
X154	Drainage Rehabilitation and Maintenance, State	NJDOT	Various	Various	Statewide	EC	STATE	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000
X241	Electrical Facilities	NJDOT	Various	Various	Statewide	EC	STATE	\$ 7.000	\$ 7.000	\$ 7.000	\$ 7.000	\$ 7.000	\$ 7.000	\$ 7.000	\$ 7.000	\$ 7.000	\$ 7.000



DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
04324	Electrical Load Center Replacement, Statewide	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
17360	Emergency Management and Transportation Security Support	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500
X75	Environmental Investigations	NJDOT	Various	Various	Statewide	EC	STATE	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
03309	Environmental Project Support	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.600	\$ 0.600	\$ 0.600	\$ 0.600	\$ 0.600	\$ 0.600
X15	Equipment (Vehicles, Construction, Safety)	NJDOT	Various	Various	Statewide	EC	STATE	\$ 22.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000
X15A	Equipment, Snow and Ice Removal	NJDOT	Various	Various	Statewide	EC	STATE	\$ 8.000	\$ 8.000	\$ 8.000	\$ 8.000	\$ 8.000	\$ 8.000	\$ 8.000	\$ 8.000	\$ 8.000	\$ 8.000
00377	Ferry Program	NJDOT	Various	Various	Statewide	ERC	FBP	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
09388	Highway Safety Improvement Program Planning	NJDOT	Various	Various	Statewide	PLS	HSIP	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
15343	Intelligent Traffic Signal Systems	NJDOT	Various	Various	Statewide	ERC	CMAQ	\$ 20.000	\$ 20.000	\$ 20.000	\$ 20.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000
13304	Intelligent Transportation System Resource Center	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 3.200	\$ 3.200	\$ 3.200	\$ 3.200	\$ 3.200	\$ 3.200	\$ 3.200	\$ 3.200	\$ 3.200	\$ 3.200
98333	Intersection Improvement Program (Project Implementation)	NJDOT	Various	Various	Statewide	ERC	HSIP	\$ 3.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
						ERC	STATE	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250
X151	Interstate Service Facilities	NJDOT	Various	Various	Statewide	EC	STATE	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
13305	Job Order Contracting Infrastructure Repairs, Statewide	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 10.000	\$ 10.500	\$ 11.025	\$ 11.576	\$ 12.155	\$ 12.763	\$ 13.401	\$ 14.071	\$ 14.775	\$ 15.513
X137	Legal Costs for Right of Way Condemnation	NJDOT	Various	Various	Statewide	EC	STATE	\$ 1.600	\$ 1.600	\$ 1.600	\$ 1.600	\$ 1.600	\$ 1.600	\$ 1.600	\$ 1.600	\$ 1.600	\$ 1.600
06327	Local Aid Grant Management System	NJDOT	Various	Various	Statewide	EC	STATE	\$ 0.160	\$ 0.160	\$ 0.160	\$ 0.160	\$ 0.160	\$ 0.160	\$ 0.160	\$ 0.160	\$ 0.160	\$ 0.160
X186	Local Aid, Infrastructure Fund	Local Lead	Various	Various	Statewide	ERC	STATE	\$ 30.100	\$ 30.100	\$ 30.100	\$ 30.100	\$ 30.100	\$ 30.100	\$ 30.100	\$ 28.000	\$ 28.000	\$ 28.000
08387	Local Bridges, Future Needs	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 47.300	\$ 47.300	\$ 47.300	\$ 47.300	\$ 47.300	\$ 47.300	\$ 47.300	\$ 44.000	\$ 44.000	\$ 44.000
17390	Local Freight Impact Fund	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 30.100	\$ 30.100	\$ 30.100	\$ 30.100	\$ 30.100	\$ 30.100	\$ 30.100	\$ 28.000	\$ 28.000	\$ 28.000
X98Z	Local Municipal Aid, Urban Aid	Local Lead	Various	Various	Statewide	ERC	STATE	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000
X196	Maintenance & Fleet Management System	NJDOT	Various	Various	Statewide	EC	STATE	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
01309	Maritime Transportation System	NJDOT	Various	Various	Statewide	EC	STATE	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000
17341	Minor Bridge Inspection Program	NJDOT	Statewide	Various	Statewide	EC	STATE	\$ 6.800	\$ 6.800	\$ 6.800	\$ 6.800						
						EC	STBGP					\$ 6.900	\$ 6.900	\$ 6.900	\$ 6.900	\$ 6.900	\$ 6.900
07332	Minority and Women Workforce Training Set Aside	NJDOT	Various	Various	Statewide	EC	STATE	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
13306	Mobility and Systems Engineering Program	NJDOT	Various	Various	Statewide	EC	NHPP	\$ 13.000	\$ 13.000	\$ 13.000	\$ 13.000	\$ 13.000	\$ 13.000	\$ 13.000	\$ 13.000	\$ 13.000	\$ 13.000
						EC	STATE	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500
13306	Mobility and Systems Engineering Program	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500
X233	Motor Vehicle Crash Record Processing	NJDOT	Various	Various	Statewide	EC	HSIP	\$ 2.000	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500
X34A	National Highway Freight Program	NJDOT	Various	Various	Statewide	ERC	NHFP-HWY							\$ 24.672	\$ 28.123	\$ 31.817	\$ 59.774
X34	New Jersey Rail Freight Assistance Program	NJDOT	Various	Various	Statewide	EC	NHFP-RAIL	\$ 1.771	\$ 3.399	\$ 3.777	\$ 4.044	\$ 4.331	\$ 4.638	\$ 4.967	\$ 5.319	\$ 5.696	\$ 6.099
						EC	STATE	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000
X200C	New Jersey Scenic Byways Program	NJDOT	Various	Various	Statewide	ERC	TAP	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500
99372	Orphan Bridge Reconstruction	NJDOT	Various	Various	Statewide	EC	STATE	\$ 4.000	\$ 4.200	\$ 4.410	\$ 4.631	\$ 4.862	\$ 5.105	\$ 5.360	\$ 5.628	\$ 5.910	\$ 6.205
X28B	Park and Ride/Transportation Demand Management Program	NJDOT	Various	Various	Statewide	EC	STATE	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
X51	Pavement Preservation	NJDOT	Various	Various	Statewide	EC	NHPP	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000
						EC	STBGP	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
06401	Pedestrian Safety Improvement Program	NJDOT	Various	Various	Statewide	ERC	HSIP	\$ 3.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
X29	Physical Plant	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 15.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000
X30	Planning and Research, Federal-Aid	NJDOT	Various	Various	Statewide	PLS	LTAP	\$ 0.150	\$ 0.150	\$ 0.150	\$ 0.150	\$ 0.150	\$ 0.150	\$ 0.150	\$ 0.150	\$ 0.150	\$ 0.150
						PLS	SPR	\$ 21.531	\$ 22.000	\$ 22.509	\$ 22.509	\$ 22.509	\$ 22.509	\$ 22.509	\$ 22.509	\$ 22.509	\$ 22.509
						PLS	STBGP	\$ 11.100	\$ 11.200	\$ 35.200	\$ 11.200	\$ 11.200	\$ 35.200	\$ 11.200	\$ 11.200	\$ 35.200	\$ 11.200
X140	Planning and Research, State	NJDOT	Various	Various	Statewide	PLS	STATE	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
X135	Pre-Apprenticeship Training Program for Minorities and Women	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500
X10	Program Implementation Costs, NJDOT	NJDOT	Various	Various	Statewide	EC	STATE	\$ 102.000	\$ 104.040	\$ 106.120	\$ 108.240	\$ 110.410	\$ 112.620	\$ 114.870	\$ 117.170	\$ 119.510	\$ 121.900
10344	Project Development: Concept Development and Preliminary Engineering	NJDOT	Various	Various	Statewide	CD	STATE	\$ 5.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
05341	Project Management & Reporting System (PMRS)	NJDOT	Various	Various	Statewide	DES	STATE	\$ 0.800	\$ 0.800	\$ 0.800	\$ 0.800	\$ 0.850					
17337	Project Management Improvement Initiative Support	NJDOT	Various	Various	Statewide	DES	STATE	\$ 0.413	\$ 0.460	\$ 0.470							
X35A	Rail-Highway Grade Crossing Program, State	NJDOT	Various	Various	Statewide	CON	STATE	\$ 5.200	\$ 5.400	\$ 5.600	\$ 5.800	\$ 6.000	\$ 6.200	\$ 6.200	\$ 6.200	\$ 6.200	\$ 6.200
99409	Recreational Trails Program	NJDEP	Various	Various	Statewide	ERC	RTP	\$ 0.900	\$ 0.900	\$ 0.900	\$ 0.900	\$ 0.900	\$ 0.900	\$ 0.900	\$ 0.900	\$ 0.900	\$ 0.900

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
X144	Regional Action Program	NJDOT	Various	Various	Statewide	EC	STATE	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
X03A	Restriping Program & Line Reflectivity Management System	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 15.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000
X03E	Resurfacing Program	NJDOT	Various	Various	Statewide	EC	STATE	\$ 100.000	\$ 120.000	\$ 120.000	\$ 120.000	\$ 120.000	\$ 120.000	\$ 120.000	\$ 120.000	\$ 120.000	\$ 120.000
99327A	Resurfacing, Federal	NJDOT	Various	Various	Statewide	ERC	NHPP	\$ 10.000	\$ 1.000	\$ 1.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000
						ERC	STATE			\$ 20.000	\$ 20.000	\$ 20.000	\$ 20.000	\$ 30.000	\$ 30.000	\$ 30.000	\$ 30.000
05339	Right of Way Database/Document Management System	NJDOT	Various	Various	Statewide	EC	STATE	\$ 0.200	\$ 0.200	\$ 0.200	\$ 0.200	\$ 0.200	\$ 0.225	\$ 0.225	\$ 0.250	\$ 0.250	\$ 0.250
05340	Right of Way Full-Service Consultant Term Agreements	NJDOT	Various	Various	Statewide	ROW	STATE	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050
						ROW	STBGP	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100
X152	Rockfall Mitigation	NJDOT	Various	Various	Statewide	ERC	NHPP	\$ 3.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
99358	Safe Routes to School Program	Local Lead	Various	Various	Statewide	ERC	TAP	\$ 5.587	\$ 5.587	\$ 5.587	\$ 5.587	\$ 5.587	\$ 5.587	\$ 5.587	\$ 5.587	\$ 5.587	\$ 5.587
06402	Safe Streets to Transit Program	NJDOT	Various	Various	Statewide	EC	STATE	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
13307	Salt Storage Facilities - Statewide	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 3.500	\$ 1.500	\$ 1.500							
15807	Segment Improvement Program	NJDOT	Various	Various	Statewide	ERC	HSIP	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
						EC	STATE	\$ 5.000									
X239	Sign Structure Inspection Program	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 2.000	\$ 4.200	\$ 4.200	\$ 4.400	\$ 4.400	\$ 4.400	\$ 4.600	\$ 4.600	\$ 4.600	\$ 4.600
X239A	Sign Structure Rehabilitation/Replacement Program	NJDOT	Various	Various	Statewide	ERC	STBGP	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000
						EC	NHPP	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
X39	Signs Program, Statewide	NJDOT	Various	Various	Statewide	EC	STATE	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
						EC	STBGP	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal	NJDOT	Various	Various	Statewide	EC	STATE	\$ 1.330	\$ 1.330	\$ 1.330	\$ 1.330	\$ 1.330	\$ 1.330	\$ 1.330	\$ 1.330	\$ 1.330	\$ 1.330
X150	State Police Enforcement and Safety Services	NJDOT	Various	Various	Statewide	EC	STATE	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
13308	Statewide Traffic Operations and Support Program	NJDOT	Various	Various	Statewide	EC	NHPP	\$ 18.000	\$ 18.000	\$ 18.000	\$ 18.000	\$ 18.000	\$ 18.000	\$ 18.000	\$ 18.000	\$ 18.000	\$ 18.000
17353	Storm Water Asset Management	NJDOT	Various	Various	Statewide	ERC	STBGP	\$ 3.100	\$ 3.260	\$ 3.400	\$ 3.600	\$ 3.800	\$ 4.000	\$ 4.200	\$ 4.400	\$ 4.600	\$ 4.800
14300	Title VI and Nondiscrimination Supporting Activities	NJDOT	Various	Various	Statewide	EC	STATE	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175
						EC	NHPP	\$ 3.900			\$ 4.900			\$ 6.500			
X66	Traffic Monitoring Systems	NJDOT	Various	Various	Statewide	PLS	NHPP	\$ 12.900	\$ 12.900	\$ 12.900	\$ 12.900	\$ 12.900	\$ 12.900	\$ 12.900	\$ 12.900	\$ 12.900	\$ 12.900
						EC	STATE	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
X47	Traffic Signal Replacement	NJDOT	Various	Various	Statewide	EC	STATE	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000	\$ 9.000
X244	Training and Employee Development	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 1.800		\$ 1.800		\$ 1.800		\$ 1.800		\$ 1.800	
01316	Transit Village Program	NJDOT	Various	Various	Statewide	EC	STATE	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
X107	Transportation Alternatives Program	NJDOT	Various	Various	Statewide	ERC	TAP	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 7.235	\$ 7.235	\$ 7.235	\$ 7.235	\$ 7.235
X43	Transportation Demand Management Program Support	NJDOT	Various	Various	Statewide	PLS	CMAQ	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250
X126	Transportation Research Technology	NJDOT	Various	Various	Statewide	EC	STATE	\$ 0.775	\$ 0.800	\$ 0.900	\$ 1.000	\$ 1.100	\$ 1.200	\$ 1.700	\$ 2.200	\$ 2.200	\$ 2.200
X11	Unanticipated Design, Right of Way and Construction Expenses, State	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 25.244	\$ 32.816	\$ 36.721	\$ 34.423	\$ 4.972	\$ 27.169	\$ 88.683	\$ 115.079	\$ 111.093	\$ 106.869
15344	Utility Pole Mitigation	NJDOT	Various	Various	Statewide	EC	HSIP	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175	\$ 0.175
X182	Utility Reconnaissance and Relocation	NJDOT	Various	Various	Statewide	EC	STATE	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
X199	Youth Employment and TRAC Programs	NJDOT	Various	Various	Statewide	EC	STBGP	\$ 0.350	\$ 0.350	\$ 0.350	\$ 0.350	\$ 0.350	\$ 0.350	\$ 0.350	\$ 0.350	\$ 0.350	\$ 0.350

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Acquisition of Right of Way****DBNUM:** X12**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Right of Way and Utility

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O3, O10C (Exempt)

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ROW	STATE	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

**Active Traffic Management System (ATMS)****DBNUM:** 13303**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Intelligent Transportation Systems

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O7, X1, S7 (Exempt)

This program will provide funding for the deployment program for the first Active Traffic management System (ATMS) in the State including all phases of design. This program will include funding for the complete delivery of the Final Design document for Active Traffic Management System (ATMS) for a candidate highway (I-80, I-295 or I-78). The design document will be used to deploy and carry out the actual construction of this technology for automatic operation and handling of traffic.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	CMAQ		\$6.000	\$7.000	\$13.000						

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**ADA Curb Ramp Implementation****DBNUM: 11344****COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** A2, S6 (Exempt)

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
1827	Statewide	ERC	STBGP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**ADA South, Contract 5****DBNUM: 16322****COUNTY:** Atlantic**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Galloway Twp**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian

**LEGISLATIVE DISTRICT:** 9**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10C (Exempt)

This project will make DB: 11422 UPC: 114220 - Rt. 9, Meadowview Ave. to Garden State Parkway, Pavement & DB: 13333 UPC: 133330 - Rt. 47 CR 690 to Howard St. ADA compliant.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	CON	STATE		\$1.360								

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Airport Improvement Program****DBNUM:** 08415**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Airport Assets: Aviation

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O1, O10A (Exempt)

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation education and promotion programs, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

**Asbestos Surveys and Abatements****DBNUM:** 04311**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Project Scoping and Design

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O1 (Exempt)

This program provides initial funding for term agreements for advanced design services which include asbestos surveying, preparation of plans and specifications for the asbestos abatement, and the air monitoring process needed on construction contracts.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	DES	STATE	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Betterments, Dams****DBNUM:** 01335**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Dams

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O1, X1, S12 (Exempt)

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$0.400	\$0.120	\$0.420	\$0.120	\$0.420	\$0.120	\$0.440	\$0.120	\$0.440	\$0.120

**Betterments, Roadway Preservation****DBNUM:** X72B**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S4, S10 (Exempt)

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

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### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Betterments, Safety****DBNUM:** X72C**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S6, S9 (Exempt)

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

**Bicycle & Pedestrian Facilities/Accommodations****DBNUM:** X185**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian Mobility

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** AQ2, NRS (Exempt)

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access and safety. This program includes addressing bicycle, pedestrian, transit and ADA travel needs through the development of improvements on state, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	CMAQ	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500
1827	Statewide	ERC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
1827	Statewide	ERC	TAP	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Bridge Deck/Superstructure Replacement Program****DBNUM:** 03304**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Deck Rehab and Replacement

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S19 (Exempt)

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	BRIDGE-OFF	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
1827	Statewide	ERC	NHPP	\$5.100	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

**Bridge Emergency Repair****DBNUM:** 98315**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O9, S19 (Exempt)

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$50.000	\$55.000	\$55.000	\$55.000	\$55.000	\$55.000	\$55.000	\$55.000	\$55.000	\$55.000



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Bridge Inspection****DBNUM:** X07A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Management

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X3, S1, S19 (Exempt)

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State-owned tunnels.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	BRIDGE-OFF	\$3.000	\$7.000	\$3.460	\$7.730	\$3.620	\$8.070	\$3.780	\$8.400	\$3.780	\$8.400
1827	Statewide	EC	NHPP	\$14.000	\$12.600	\$12.900	\$11.900	\$14.800	\$13.300	\$14.000	\$13.000	\$16.100	\$14.400
1827	Statewide	EC	STBGP	\$7.750	\$11.100	\$7.140	\$10.270	\$7.680	\$10.930	\$7.820	\$11.200	\$8.520	\$12.100

**Bridge Maintenance and Repair, Movable Bridges****DBNUM:** 14404**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S6 (Exempt)

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$21.600	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$29.456	\$31.004	\$32.629	\$35.836

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Bridge Maintenance Fender Replacement****DBNUM:** 17357**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S19 (Exempt)

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
1827	Statewide	ERC	STBGP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

**Bridge Maintenance Scour Countermeasures****DBNUM:** 17358**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S19 (Exempt)

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
1827	Statewide	ERC	STBGP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Bridge Management System****DBNUM:** X70**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Management

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S19 (Exempt)

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$0.950	\$0.950	\$0.950	\$1.000	\$1.000	\$1.000	\$1.000	\$1.050	\$1.050	\$1.050

**Bridge Preventive Maintenance****DBNUM:** 13323**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NA, NRS (Exempt)

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	NHPP	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000
1827	Statewide	EC	STATE	\$25.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000	\$30.000
1827	Statewide	EC	STBGP	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Bridge Replacement, Future Projects****DBNUM:** 08381**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S19 (Exempt)

This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	NHPP	\$6.000	\$2.800	\$3.572	\$15.458	\$11.378	\$8.672	\$48.426	\$43.702	\$68.325	\$70.861
1827	Statewide	ERC	STATE	\$1.600	\$22.638	\$22.038	\$22.038	\$2.038	\$22.038	\$107.038	\$98.500	\$98.500	\$98.500

**Bridge Scour Countermeasures****DBNUM:** 98316**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O5, S19 (Exempt)

This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	NHPP	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Capital Contract Payment Audits****DBNUM:** 98319**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Program Implementation Cost

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10A, O10C (Exempt)

This program provides funding for the auditing of capital project contract invoices that involve reimbursement of direct and overhead costs. The Federal Highway Administration requires such audits on all engineering firms doing business with the NJDOT in order to ensure accurate billing of project costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$1.000	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300

**Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)****DBNUM:** 02379**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Intelligent Transportation Systems

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10C, S7 (Exempt)

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Congestion Relief, Operational Improvements (Fast Move Program)****DBNUM:** 02378**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Highway Operational Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10A, O10C (Exempt)

This is a program of low-cost, quick-turnaround capital improvements to relieve congestion at key bottleneck locations throughout the state.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**Construction Inspection****DBNUM:** X180**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Construction

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10A, O10C (Exempt)

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$9.000	\$10.000	\$10.000	\$11.500	\$11.500	\$11.500	\$11.500	\$11.500	\$11.500	\$11.500

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Construction Program IT System (TRNS.PORT)****DBNUM:** 05304**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Construction

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10B, O10C (Exempt)

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$0.750	\$0.770	\$0.800	\$0.850	\$0.850	\$0.875	\$0.900	\$0.900	\$0.950	\$0.975

**Crash Reduction Program****DBNUM:** X242**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S3, S6 (Exempt)

The state's Strategic Highway Safety Plan (SHSP) influences the decisions for investment planning. SHSP emphasis-areas guide problem identification in the Highway Safety Improvement Program (HSIP). The Crash Reduction Program (CRP) is a comprehensive program of safety improvements designed to improve conditions at locations identified by the HSIP. These enhancements may include; pavement improvements, protection or removal of fixed objects, and utility pole relocation or replacement. The CRP will also develop and implement a systemic approach to the installation of lane and roadway departure technologies, such as; rumble strips and rumble stripes, signing, and striping and high friction surface treatment to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and/or deaths. In addition, the CPR will provide for the development and implementation of quick-turnaround projects at locations which show an excessive occurrence of crashes, and for remediation measures at those locations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	HSIP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Culvert Replacement Program****DBNUM:** 09316**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Culverts

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S4 (Exempt)

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
1827	Statewide	ERC	STBGP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**DBE Supportive Services Program****DBNUM:** X142**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Contractor Support

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10B (Exempt)

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330	\$0.330



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Delaware & Raritan Canal Bridges****DBNUM:** 15322**COUNTY:** Mercer**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** 15**STRUCTURE NO:** Various**AIR QUALITY CODE:** O10A, S19 (Exempt)

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	CON	STATE				\$10.050						
1827	Statewide	DES	STATE			\$1.200							
1827	Statewide	PE	STATE		\$1.000								

**Design, Emerging Projects****DBNUM:** X106**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Project Scoping and Design

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A, X1, O10C (Exempt)

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	DES	STATE	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000
1827	Statewide	DES	STBGP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Design, Geotechnical Engineering Tasks****DBNUM:** 05342**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Project Scoping and Design

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O1, X5, O10A (Exempt)

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	DES	STATE		\$0.500	\$0.500		\$0.500	\$0.500		\$0.500	\$0.500	

**Disadvantaged Business Enterprise****DBNUM:** X197**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Contractor Support

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10B, O10C (Exempt)

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Drainage Rehabilitation & Improvements****DBNUM:** X154D**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Drainage

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S4, S10 (Exempt)

This program funds low-cost/high-value drainage projects on the state highway drainage system.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

**Drainage Rehabilitation and Maintenance, State****DBNUM:** X154**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Drainage

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S4, S10 (Exempt)

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Electrical Facilities****DBNUM:** X241**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O7, S18 (Exempt)

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000	\$7.000

**Electrical Load Center Replacement, Statewide****DBNUM:** 04324**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S18 (Exempt)

This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Emergency Management and Transportation Security Support****DBNUM:** 17360**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Transportation Security

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S12 (Exempt)

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

**Environmental Investigations****DBNUM:** X75**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Planning Studies

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O1, X1 (Exempt)

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Environmental Project Support****DBNUM:** 03309**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Project Scoping and Design

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O1, X1 (Exempt)

This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation; hazardous waste investigations and studies and payments; hydrology/hydraulic investigations and studies, permits and payments; and Air/Noise studies. These activities are in support of meeting environmental commitments and prevent costly violations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$0.500	\$0.500	\$0.500	\$0.500	\$0.600	\$0.600	\$0.600	\$0.600	\$0.600	\$0.600

**Equipment (Vehicles, Construction, Safety)****DBNUM:** X15**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Operations and Maintenance**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Transportation Support Facilities: Facilities and Equipme

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** AQ, NRS, O10C (Exempt)

New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in many urban areas. This program provides funding to reduce New Jersey's carbon footprint by the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, HARs trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$22.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Equipment, Snow and Ice Removal****DBNUM:** X15A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Operations and Maintenance**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Transportation Support Facilities: Facilities and Equipme

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S6 (Exempt)

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000

**Ferry Program****DBNUM:** 00377**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Multimodal Programs: Ferries

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** MT1, MT8, MT10 (Exempt)

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

#### Highway Safety Improvement Program Planning

**DBNUM:** 09388

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Safety

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS, S6 (Exempt)

This item consists of two programs: Safety Management System (SMS) safety improvement projects and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Safe Corridor Program currently includes portions of Rt. 1, 9, 22, 40, 46, 47, 73 and 206. The Intersection Improvement Program includes right angle, left turn, same direction and pedestrian crash intersection locations. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	PLS	HSIP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

#### Intelligent Traffic Signal Systems

**DBNUM:** 15343

**COUNTY:** Various

**SPONSOR:** NJDOT

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief

**MUNICIPALITY:** Various

**MILEPOST(S):** N/A

Congestion Relief: Intelligent Transportation Systems

**LEGISLATIVE DISTRICT:** Various

**STRUCTURE NO:** N/A

**AIR QUALITY CODE:** NRS, NR2 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	CMAQ	\$20.000	\$20.000	\$20.000	\$20.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Intelligent Transportation System Resource Center****DBNUM:** 13304**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Intelligent Transportation Systems

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10B (Exempt)

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200	\$3.200

**Intersection Improvement Program (Project Implementation)****DBNUM:** 98333**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S3, S6 (Exempt)

This program provides for the implementation of safety and operational improvements at intersections identified by the Highway Safety Improvement Program as having significant safety problems. This program also includes right angle, left turn and pedestrian crash occurrences at intersection locations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	HSIP	\$3.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
1827	Statewide	ERC	STATE	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Interstate Service Facilities****DBNUM:** X151**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O8, S15 (Exempt)

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**Job Order Contracting Infrastructure Repairs, Statewide****DBNUM:** 13305**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S19 (Exempt)

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge; movable bridge; roadway drainage systems; roadway repair; lighting etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$10.000	\$10.500	\$11.025	\$11.576	\$12.155	\$12.763	\$13.401	\$14.071	\$14.775	\$15.513

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Legal Costs for Right of Way Condemnation****DBNUM:** X137**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Right of Way and Utility

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O3, O10C (Exempt)

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600

**Local Aid Grant Management System****DBNUM:** 06327**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Reg PIng and Project Developme

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10A (Exempt)

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160	\$0.160

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Local Aid, Infrastructure Fund****DBNUM:** X186**COUNTY:** Various**SPONSOR:** Local Lead**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Aid, Discretionary

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10C (Exempt)

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above \$7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$28.000	\$28.000	\$28.000

**Local Bridges, Future Needs****DBNUM:** 08387**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Bridges

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S19 (Exempt)

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$47.300	\$47.300	\$47.300	\$47.300	\$47.300	\$47.300	\$47.300	\$44.000	\$44.000	\$44.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Local Freight Impact Fund****DBNUM:** 17390**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Aid, Discretionary

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A (Exempt)

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$28.000	\$28.000	\$28.000

**Local Municipal Aid, Urban Aid****DBNUM:** X98Z**COUNTY:** Various**SPONSOR:** Local Lead**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Aid to Municipalities

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10C (Exempt)

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Maintenance & Fleet Management System****DBNUM:** X196**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Operations and Maintenance**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Transportation Support Facilities: Facilities and Equipme

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10A, O10C (Exempt)

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

**Maritime Transportation System****DBNUM:** 01309**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Multimodal Programs: Maritime

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O1, O10A (Exempt)

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Minor Bridge Inspection Program****DBNUM:** 17341**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Statewide**MILEPOST(S):** N/A

Bridge Assets: Culverts

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S19 (Exempt)

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$6.800	\$6.800	\$6.800	\$6.800						
1827	Statewide	EC	STBGP					\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900

**Minority and Women Workforce Training Set Aside****DBNUM:** 07332**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Contractor Support

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10B (Exempt)

State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Mobility and Systems Engineering Program****DBNUM:** 13306**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Intelligent Transportation Systems

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O7, O10B, S7 (Exempt)

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	NHPP	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000	\$13.000
1827	Statewide	EC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500
1827	Statewide	EC	STBGP	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

**Motor Vehicle Crash Record Processing****DBNUM:** X233**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Management

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S6, S12 (Exempt)

This program provides the in-house Crash Records unit resources to prepare and cleanse all crash reports to be utilized for developing safety improvement programs. The staff ensure the completeness, accuracy and accessibility of crash data. This is accomplished through a cooperative effort between BTDS, OIT and other HSIP agencies in sharing issues related to the integrity of the data. This program also covers the Electronic Data Transfer (EDT) which expand the FTP capabilities to receive digital crash reports from additional law enforcement agencies. The new Crash Records EDT contract will introduce the use of electronic devices to collect information. It will enable to streamline crash records data validation, correction process and error handling.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	HSIP	\$2.000	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**National Highway Freight Program****DBNUM:** X34A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Multimodal Programs: Goods Movement

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A (Exempt)

Established by the federal Fixing America's Surface Transportation (FAST) Act, the National Highway Freight Program (NHFP) provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). NHFP supports several goals, including: infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	NHFP-HWY							\$24.672	\$28.123	\$31.817	\$59.774

**New Jersey Rail Freight Assistance Program****DBNUM:** X34**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Multimodal Programs: Goods Movement

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** MT9, NRS, O8 (Exempt)

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity. This program provides \$8 million to the State Freight Assistance Program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	NHFP-RAIL	\$1.771	\$3.399	\$3.777	\$4.044	\$4.331	\$4.638	\$4.967	\$5.319	\$5.696	\$6.099
1827	Statewide	EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**New Jersey Scenic Byways Program****DBNUM:** X200C**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Landscape

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O4 (Exempt)

This program will assist in the advancement of the NJ Scenic Byways Program, the development, designation and implementation needed for an organization, group or community to become a state or national scenic byway, and the maintenance and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for planning, design, development, marketing, and implementation of the state byways within the state program. Planning, design and development of the state program includes but is not limited to: research leading to the development of themes for byways on a statewide basis; technical assistance to specifically provide awareness and education about the management, operation and development of the scenic byway program, activities associated with identifying and planning tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts of an individual byway or a statewide program of byways.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	TAP	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

**Orphan Bridge Reconstruction****DBNUM:** 99372**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Bridge Rehab and Replacement

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S19 (Exempt)

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$4.000	\$4.200	\$4.410	\$4.631	\$4.862	\$5.105	\$5.360	\$5.628	\$5.910	\$6.205

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Park and Ride/Transportation Demand Management Program****DBNUM:** X28B**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Demand Management

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** A1, AQ1, O10C (Exempt)

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**Pavement Preservation****DBNUM:** X51**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	NHPP	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000
1827	Statewide	EC	STBGP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Pedestrian Safety Improvement Program****DBNUM:** 06401**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** A2, O10B, S6 (Exempt)

This program provides funding to reduce pedestrian crashes and/or fatalities. Locations/segments are identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Locations/segments are examined by NJDOT'S Pedestrian Safety Impact Teams who will conduct Road Safety Audits and make recommendations for improvements. This program funds the implementation of recommendations, as well.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	HSIP	\$3.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

**Physical Plant****DBNUM:** X29**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Operations and Maintenance**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Transportation Support Facilities: Facilities and Equipme

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** MT4, NRS, O10C (Exempt)

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$15.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Planning and Research, Federal-Aid****DBNUM:** X30**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Planning Programs and Studie

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A, X1, O10B (Exempt)

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	PLS	LTAP	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150
1827	Statewide	PLS	SPR	\$21.531	\$22.000	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509
1827	Statewide	PLS	STBGP	\$11.100	\$11.200	\$35.200	\$11.200	\$11.200	\$35.200	\$11.200	\$11.200	\$35.200	\$11.200

**Planning and Research, State****DBNUM:** X140**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Planning Programs and Studie

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A, X1, O10B (Exempt)

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	PLS	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Pre-Apprenticeship Training Program for Minorities and Women****DBNUM:** X135**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Contractor Support

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10B, O10C (Exempt)

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

**Program Implementation Costs, NJDOT****DBNUM:** X10**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Program Implementation Cost

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10C (Exempt)

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$102.000	\$104.040	\$106.120	\$108.240	\$110.410	\$112.620	\$114.870	\$117.170	\$119.510	\$121.900

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Project Development: Concept Development and Preliminary Engineering****DBNUM:** 10344**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Project Scoping and Design

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O1, O10A (Exempt)

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	CD	STATE	\$5.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**Project Management & Reporting System (PMRS)****DBNUM:** 05341**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Quality Assurance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10A, O10C (Exempt)

This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one Project Reporting & Management System to manage projects from start to finish. PMRS will facilitate access by all parties, and allow collaborative input into the process. Such initial, Department-wide, access will, ultimately, reduce project costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	DES	STATE	\$0.800	\$0.800	\$0.800	\$0.800	\$0.850					

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Project Management Improvement Initiative Support****DBNUM:** 17337**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Quality Assurance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10C (Exempt)

Provide expert consulting services regarding processes and organizational development in the area of project and program management including providing expert consulting services regarding information systems architecture and integration for project and construction management information technology systems. Provide program management services to the Department to implement Project Management and Reporting System including the e-Builder Enterprise Software as a Service information system and other sub-systems such as Bluebeam. Provide coaching and mentoring services to Department personnel in the areas of project and program management, general organizational behavior of project related organizations, and training assessment guidance.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	DES	STATE	\$0.413	\$0.460	\$0.470							

**Rail-Highway Grade Crossing Program, State****DBNUM:** X35A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S1, S2, S8 (Exempt)

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.

This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	CON	STATE	\$5.200	\$5.400	\$5.600	\$5.800	\$6.000	\$6.200	\$6.200	\$6.200	\$6.200	\$6.200



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Recreational Trails Program****DBNUM:** 99409**COUNTY:** Various**SPONSOR:** NJDEP**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Multimodal Programs: Bicycle/Pedestrian Mobility

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** A1, AQ2, O8 (Exempt)

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	RTP	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900	\$0.900

**Regional Action Program****DBNUM:** X144**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O5, X9, O10C (Exempt)

This program funds low-cost, quick turn-around capital improvements accomplished under management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Funding is also provided for small-scale landscape contracts in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Restriping Program & Line Reflectivity Management System****DBNUM:** X03A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10, S11 (Exempt)

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$15.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

**Resurfacing Program****DBNUM:** X03E**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$100.000	\$120.000	\$120.000	\$120.000	\$120.000	\$120.000	\$120.000	\$120.000	\$120.000	\$120.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Resurfacing, Federal****DBNUM:** 99327A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Resurfacing

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	NHPP	\$10.000	\$1.000	\$1.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000
1827	Statewide	ERC	STATE			\$20.000	\$20.000	\$20.000	\$20.000	\$30.000	\$30.000	\$30.000	\$30.000

**Right of Way Database/Document Management System****DBNUM:** 05339**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Right of Way and Utility

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10A, O10C (Exempt)

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office of Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both systems are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.225	\$0.225	\$0.250	\$0.250	\$0.250

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Right of Way Full-Service Consultant Term Agreements****DBNUM:** 05340**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Right of Way and Utility

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O3 (Exempt)

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of \$10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ROW	STATE	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050
1827	Statewide	ROW	STBGP	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100

**Rockfall Mitigation****DBNUM:** X152**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Rockfall Mitigation

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O5, X13 (Exempt)

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	NHPP	\$3.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Safe Routes to School Program****DBNUM:** 99358**COUNTY:** Various**SPONSOR:** Local Lead**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Bicycle/Pedestrian Safety

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** A2, AQ2, S6 (Exempt)

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools.

Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	TAP	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587

**Safe Streets to Transit Program****DBNUM:** 06402**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Bicycle/Pedestrian Safety

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** A2, S6 (Exempt)

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Salt Storage Facilities - Statewide****DBNUM:** 13307**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Operations and Maintenance**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Transportation Support Facilities: Facilities and Equipme

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S2 (Exempt)

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$3.500	\$1.500	\$1.500							

**Segment Improvement Program****DBNUM:** 15807**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Safety**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Safety Management: Safety Improvements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** A2, S6 (Exempt)

This program will provide for the identification and implementation of safety improvements along segments which show crash rates above the statewide average. The safety improvements proposed are; striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology i.e. pedestrian/bicycle detectors, etc.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	HSIP	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Sign Structure Inspection Program****DBNUM:** X239**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Signs

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O7 (Exempt)

This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$5.000									
1827	Statewide	EC	STBGP	\$2.000	\$4.200	\$4.200	\$4.400	\$4.400	\$4.400	\$4.600	\$4.600	\$4.600	\$4.600

**Sign Structure Rehabilitation/Replacement Program****DBNUM:** X239A**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Bridge Assets: Signs

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O6, O7 (Exempt)

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STBGP	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Signs Program, Statewide****DBNUM:** X39**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Signs

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O7 (Exempt)

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	NHPP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
1827	Statewide	EC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
1827	Statewide	EC	STBGP	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

**Solid and Hazardous Waste Cleanup, Reduction and Disposal****DBNUM:** X160**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Operations and Maintenance**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Operational Support

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NA, NRS, S2 (Exempt)

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**State Police Enforcement and Safety Services****DBNUM:** X150**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Construction

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S2, S6 (Exempt)

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

**Statewide Traffic Operations and Support Program****DBNUM:** 13308**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Intelligent Transportation Systems

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O7, S6, S7 (Exempt)

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	NHPP	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Storm Water Asset Management****DBNUM:** 17353**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Environmental Remediation

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** S10 (Exempt)

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STBGP	\$3.100	\$3.260	\$3.400	\$3.600	\$3.800	\$4.000	\$4.200	\$4.400	\$4.600	\$4.800

**Title VI and Nondiscrimination Supporting Activities****DBNUM:** 14300**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Program Implementation Cost

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10A (Exempt)

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Traffic Monitoring Systems****DBNUM:** X66**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Intelligent Transportation Systems

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** O10A, X1, O10B (Exempt)

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Traffic Monitoring Systems (TMS) and continuous traffic counting installations; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; and to initiate/update a Roadway Digital Imaging Program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	NHPP	\$3.900			\$4.900			\$6.500			
1827	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
1827	Statewide	PLS	NHPP	\$12.900	\$12.900	\$12.900	\$12.900	\$12.900	\$12.900	\$12.900	\$12.900	\$12.900	\$12.900

**Traffic Signal Replacement****DBNUM:** X47**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Capital Maintenance

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X1, S7 (Exempt)

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Training and Employee Development****DBNUM:** X244**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Program Implementation Cost

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X1, O10B (Exempt)

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$1.800		\$1.800		\$1.800		\$1.800		\$1.800	

**Transit Village Program****DBNUM:** 01316**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Local Aid, Other Programs

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** AQ1, AQ2, NRS, O7 (Exempt)

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Transportation Alternatives Program****DBNUM:** X107**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Local System Support: Transportation Enhancements

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** AQ2, O8, X12 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	TAP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$7.235	\$7.235	\$7.235	\$7.235	\$7.235

**Transportation Demand Management Program Support****DBNUM:** X43**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Congestion Relief: Demand Management

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** AQ1, NRS (Exempt)

This funding is utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1-800-CARPOOL program which also includes maintaining the RidePro ride matching software program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	PLS	CMAQ	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Transportation Research Technology****DBNUM:** X126**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Planning Programs and Studies

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X1, O10B, O10C (Exempt)

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$0.775	\$0.800	\$0.900	\$1.000	\$1.100	\$1.200	\$1.700	\$2.200	\$2.200	\$2.200

**Unanticipated Design, Right of Way and Construction Expenses, State****DBNUM:** X11**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Unanticipated Expenses

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O10B, O10C (Exempt)

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	ERC	STATE	\$25.244	\$32.816	\$36.721	\$34.423	\$4.972	\$27.169	\$88.683	\$115.079	\$111.093	\$106.869

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Utility Pole Mitigation****DBNUM:** 15344**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Right of Way and Utility

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, S2, S6 (Exempt)

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	HSIP	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175

**Utility Reconnaissance and Relocation****DBNUM:** X182**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Road Assets: Highway Rehab and Recon

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** NRS, O1, O10C (Exempt)

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Youth Employment and TRAC Programs****DBNUM:** X199**COUNTY:** Various**SPONSOR:** NJDOT**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Capital Program Delivery: Contractor Support

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** X1, O10B, O10C (Exempt)

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1827	Statewide	EC	STBGP	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$0.350



## 4. NJ Transit Projects/Programs

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DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T143	ADA--Platforms/Stations	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.064	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070
T05	Bridge and Tunnel Rehabilitation	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.187	\$ 0.219	\$ 0.219	\$ 0.296	\$ 0.278	\$ 0.355	\$ 0.355	\$ 0.355	\$ 0.355	\$ 0.355
T111	Bus Acquisition Program	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 7.100	\$ 8.024	\$ 7.963	\$ 6.986	\$ 6.991	\$ 13.821	\$ 10.500	\$ 10.500	\$ 10.500	\$ 10.500
T06	Bus Passenger Facilities/Park and Ride	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056	\$ 0.056
T08	Bus Support Facilities and Equipment	NJ TRANSIT	Various	Various	SJTPO	ERC	SECT 5339						\$ 0.884	\$ 0.884	\$ 0.884	\$ 0.884	\$ 0.884
						ERC	STATE	\$ 0.170	\$ 0.170	\$ 0.170	\$ 0.170	\$ 0.170	\$ 1.220	\$ 1.220	\$ 1.220	\$ 1.220	\$ 1.220
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	NJ TRANSIT	Various	Various	SJTPO	EC	STATE	\$ 0.670	\$ 3.196	\$ 3.167	\$ 3.164	\$ 2.443	\$ 2.443	\$ 2.443	\$ 2.443	\$ 2.443	\$ 2.443
T68	Capital Program Implementation	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503	\$ 1.503
T515	Casino Revenue Fund	NJ TRANSIT	Various	Various	SJTPO	CAP	CASINO REVENUE	\$ 1.227	\$ 1.227	\$ 1.227	\$ 1.227	\$ 1.227	\$ 1.227	\$ 1.227	\$ 1.227	\$ 1.227	\$ 1.227
T13	Claims support	NJ TRANSIT	Various	Various	SJTPO	EC	STATE	\$ 0.053	\$ 0.053	\$ 0.053	\$ 0.053	\$ 0.053	\$ 0.053	\$ 0.053	\$ 0.053	\$ 0.053	\$ 0.053
T170	Cumberland County Bus Program	NJ TRANSIT	Various	Cumberland	SJTPO	CAP	SECT 5307	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020	\$ 1.020
T16	Environmental Compliance	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.245	\$ 0.332	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210
T43	High Speed Track Program	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032
T20	Immediate Action Program	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 1.088	\$ 0.919	\$ 1.053	\$ 0.857	\$ 0.829	\$ 2.306	\$ 1.772	\$ 1.212	\$ 1.212	\$ 1.772
T199	Job Access and Reverse Commute Program	NJ TRANSIT	Various	Various	SJTPO	SWI	OPER	\$ 0.371	\$ 0.371	\$ 0.371	\$ 0.371	\$ 0.371	\$ 0.371	\$ 0.371	\$ 0.371	\$ 0.371	\$ 0.371
T95	Light Rail Infrastructure Improvements	NJ TRANSIT	Newark City	Various	SJTPO	ERC	STATE				\$ 0.210	\$ 0.210	\$ 0.910	\$ 0.910	\$ 0.910	\$ 0.910	\$ 0.910
T53E	Locomotive Overhaul	NJ TRANSIT	Various	Various	SJTPO	CAP	SECT 5337	\$ 0.210									
						CAP	STATE	\$ 0.063	\$ 0.063	\$ 0.094	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063
T122	Miscellaneous	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.545	\$ 0.385	\$ 0.315	\$ 0.217	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035
T44	NEC Improvements	NJ TRANSIT	Various	Various	SJTPO	ERC	SECT 5307						\$ 0.153	\$ 0.035	\$ 0.195	\$ 0.195	\$ 0.047
						ERC	SECT 5337						\$ 0.283	\$ 0.283	\$ 0.283	\$ 0.283	\$ 0.283
						ERC	STATE						\$ 0.290	\$ 0.213	\$ 0.213	\$ 0.213	\$ 0.213
T55	Other Rail Station/Terminal Improvements	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035
T121	Physical Plant	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.127	\$ 0.127	\$ 0.117	\$ 0.117	\$ 0.117	\$ 0.117	\$ 0.117	\$ 0.117	\$ 0.117	\$ 0.117
T135	Preventive Maintenance-Bus	NJ TRANSIT	Various	Various	SJTPO	CAP	SECT 5307	\$ 6.896	\$ 7.888	\$ 7.888	\$ 7.888	\$ 7.888	\$ 7.888	\$ 10.068	\$ 10.068	\$ 10.068	\$ 10.068
						CAP	STATE	\$ 0.112	\$ 0.088	\$ 0.148	\$ 0.289	\$ 0.289	\$ 0.289	\$ 0.289	\$ 0.289	\$ 0.289	\$ 0.289
T39	Preventive Maintenance-Rail	NJ TRANSIT	Various	Various	SJTPO	CAP	SECT 5307	\$ 1.231	\$ 1.263	\$ 1.268	\$ 1.268	\$ 1.396	\$ 1.396	\$ 1.010	\$ 1.010	\$ 1.010	\$ 1.010
						CAP	SECT 5337	\$ 1.947	\$ 1.947	\$ 1.947	\$ 1.947	\$ 1.947	\$ 1.947	\$ 1.947	\$ 1.947	\$ 1.947	\$ 1.947
T39	Preventive Maintenance-Rail	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 0.285	\$ 0.224	\$ 0.377	\$ 0.736	\$ 0.736	\$ 0.736	\$ 0.736	\$ 0.736	\$ 0.736	\$ 0.736
T106	Private Carrier Equipment Program	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210
T34	Rail Capital Maintenance	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 0.161	\$ 0.792	\$ 0.792	\$ 0.792	\$ 0.792	\$ 0.792	\$ 0.792	\$ 0.792	\$ 0.792	\$ 0.792
T53G	Rail Fleet Overhaul	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 0.032	\$ 0.012	\$ 0.132	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012
T112	Rail Rolling Stock Procurement	NJ TRANSIT	Various	Various	SJTPO	CAP	CMAQ	\$ 0.620	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930
						CAP	SECT 5307	\$ 0.972	\$ 0.895	\$ 0.895	\$ 0.606	\$ 0.792	\$ 0.706	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930
						CAP	SECT 5337					\$ 0.078					
						CAP	STATE	\$ 0.318	\$ 0.345	\$ 0.584	\$ 0.681	\$ 1.987	\$ 0.148	\$ 1.070	\$ 1.132	\$ 1.132	\$ 1.132
T37	Rail Support Facilities and Equipment	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.044	\$ 0.044	\$ 0.044	\$ 0.044	\$ 0.047	\$ 0.047	\$ 0.047	\$ 0.047	\$ 0.047	\$ 0.047
T509	Safety Improvement Program	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.420	\$ 0.490	\$ 0.490	\$ 0.420	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210	\$ 0.210
T150	Section 5310 Program	NJ TRANSIT	Various	Various	SJTPO	CAP	SECT 5310	\$ 0.504	\$ 0.504	\$ 0.504	\$ 0.504	\$ 0.504	\$ 0.504	\$ 0.504	\$ 0.504	\$ 0.504	\$ 0.504
						CAP	STATE	\$ 0.263	\$ 0.105	\$ 0.105	\$ 0.105	\$ 0.105	\$ 0.105	\$ 0.105	\$ 0.105	\$ 0.105	\$ 0.105
T151	Section 5311 Program	NJ TRANSIT	Various	Various	SJTPO	CAP	MATCH	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133	\$ 0.133
						CAP	SECT 5311	\$ 0.294	\$ 0.294	\$ 0.294	\$ 0.294	\$ 0.294	\$ 0.294	\$ 0.294	\$ 0.294	\$ 0.294	\$ 0.294
						CAP	STATE	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007	\$ 0.007
T508	Security Improvements	NJ TRANSIT	Various	Various	SJTPO	SWI	STATE	\$ 0.183	\$ 0.183	\$ 0.183	\$ 0.183	\$ 0.183	\$ 0.183	\$ 0.183	\$ 0.183	\$ 0.183	\$ 0.183
T50	Signals and Communications/Electric Traction Systems	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.545	\$ 0.358	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136	\$ 0.136
T120	Small/Special Services Program	NJ TRANSIT	Various	Various	SJTPO	EC	STATE	\$ 0.586	\$ 0.586	\$ 0.586	\$ 0.586	\$ 0.586	\$ 0.586	\$ 0.586	\$ 0.586	\$ 0.586	\$ 0.586

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T88	Study and Development	NJ TRANSIT	Various	Various	SJTPO	PLS	STATE	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321	\$ 0.321
T500	Technology Improvements	NJ TRANSIT	Various	Various	SJTPO	EC	OTHER	\$ 0.333	\$ 0.325								
						EC	STATE	\$ 0.655	\$ 0.716	\$ 0.655	\$ 0.795	\$ 1.005	\$ 0.865	\$ 0.865	\$ 0.865	\$ 0.865	\$ 0.865
T42	Track Program	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223	\$ 0.223
T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	NJ TRANSIT	Various	Various	SJTPO	ERC	SECT 5307	\$ 0.868	\$ 1.303	\$ 1.679	\$ 1.694	\$ 1.679	\$ 1.679	\$ 1.679	\$ 0.778	\$ 0.778	\$ 1.609
						ERC	SECT 5337	\$ 0.435	\$ 0.660	\$ 0.888	\$ 0.888	\$ 0.888	\$ 0.887	\$ 0.887	\$ 0.887	\$ 0.887	\$ 0.887
						ERC	SECT 5339	\$ 0.168	\$ 0.190	\$ 0.213	\$ 1.097	\$ 1.097	\$ 0.213	\$ 0.213	\$ 0.213	\$ 0.213	\$ 0.213
T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	NJ TRANSIT	Various	Various	SJTPO	ERC	STBGP-TE			\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070
T300	Transit Rail Initiatives	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.018	\$ 0.018	\$ 0.018	\$ 0.018	\$ 0.018	\$ 0.018	\$ 0.018	\$ 0.018	\$ 0.018	\$ 0.018

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**ADA--Platforms/Stations****DBNUM:** T143**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M8, MT8 (Exempt)

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

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.064	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070

**Bridge and Tunnel Rehabilitation****DBNUM:** T05**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Bridge Assets: NJ TRANSIT Bridges

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M9, MT9, S19 (Exempt)

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.187	\$0.219	\$0.219	\$0.296	\$0.278	\$0.355	\$0.355	\$0.355	\$0.355	\$0.355

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Bus Acquisition Program****DBNUM:** T111**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Bus

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT3, M10, MT10 (Exempt)

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	STATE	\$7.100	\$8.024	\$7.963	\$6.986	\$6.991	\$13.821	\$10.500	\$10.500	\$10.500	\$10.500

**Bus Passenger Facilities/Park and Ride****DBNUM:** T06**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Bus

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M7, MT7, MT8 (Exempt)

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

This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Bus Support Facilities and Equipment****DBNUM:** T08**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Bus

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M3, MT3, MT8 (Exempt)

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	SECT 5339						\$0.884	\$0.884	\$0.884	\$0.884	\$0.884
T1827	SJTPO	ERC	STATE	\$0.170	\$0.170	\$0.170	\$0.170	\$0.170	\$1.220	\$1.220	\$1.220	\$1.220	\$1.220

**Bus Vehicle and Facility Maintenance/Capital Maintenance****DBNUM:** T09**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Bus

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M3, MT8, MT10 (Exempt)

Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	EC	STATE	\$0.670	\$3.196	\$3.167	\$3.164	\$2.443	\$2.443	\$2.443	\$2.443	\$2.443	\$2.443

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Capital Program Implementation****DBNUM:** T68**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT10, NRS, O10C (Exempt)

Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$1.503	\$1.503	\$1.503	\$1.503	\$1.503	\$1.503	\$1.503	\$1.503	\$1.503	\$1.503

**Casino Revenue Fund****DBNUM:** T515**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Local System Support: NJ TRANSIT Local System Supp

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT1, MT2, NRS, O10B (Exempt)

State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	CASINO REVEN	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Claims support****DBNUM:** T13**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT1, NRS (Exempt)

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

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	EC	STATE	\$0.053	\$0.053	\$0.053	\$0.053	\$0.053	\$0.053	\$0.053	\$0.053	\$0.053	\$0.053

**Cumberland County Bus Program****DBNUM:** T170**COUNTY:** Cumberland**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Local System Support: NJ TRANSIT Local System Supp

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT1 (Exempt)

This program provides funds for capital and operating assistance for Cumberland County USA, including purchase of buses, minivans, support equipment, facility improvements and capital maintenance costs.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	SECT 5307	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020	\$1.020



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Environmental Compliance****DBNUM:** T16**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT8, NRS, O1 (Exempt)

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

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.245	\$0.332	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210

**High Speed Track Program****DBNUM:** T43**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:** N/A**AIR QUALITY CODE:** MT9 (Exempt)

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Immediate Action Program****DBNUM:** T20**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** NRS, S12 (Exempt)

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$1.088	\$0.919	\$1.053	\$0.857	\$0.829	\$2.306	\$1.772	\$1.212	\$1.212	\$1.772

**Job Access and Reverse Commute Program****DBNUM:** T199**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Local System Support: NJ TRANSIT Local System Supp

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M1, MT1, O10C (Exempt)

Funding is provided to continue the Job Access and Reverse Commute (JARC) program with non-federal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	SWI	OPER	\$0.371	\$0.371	\$0.371	\$0.371	\$0.371	\$0.371	\$0.371	\$0.371	\$0.371	\$0.371

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Light Rail Infrastructure Improvements****DBNUM:** T95**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Newark City**MILEPOST(S):**

Mass Transit Assets: Light Rail

**LEGISLATIVE DISTRICT:** 28**STRUCTURE NO:****AIR QUALITY CODE:** M6, MT8, MT9 (Exempt)

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements. Funding is also provided for NLR Infrastructure and River Line capital asset replacement.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE				\$0.210	\$0.210	\$0.910	\$0.910	\$0.910	\$0.910	\$0.910

**Locomotive Overhaul****DBNUM:** T53E**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M3, MT3 (Exempt)

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	SECT 5337	\$0.210									
T1827	SJTPO	CAP	STATE	\$0.063	\$0.063	\$0.094	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Miscellaneous****DBNUM:** T122**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** NRS, O10A, O10B (Exempt)

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.545	\$0.385	\$0.315	\$0.217	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035

**NEC Improvements****DBNUM:** T44**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: AMTRAK

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M9, MT9 (Exempt)

Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	SECT 5307						\$0.153	\$0.035	\$0.195	\$0.195	\$0.047
T1827	SJTPO	ERC	SECT 5337						\$0.283	\$0.283	\$0.283	\$0.283	\$0.283
T1827	SJTPO	ERC	STATE						\$0.290	\$0.213	\$0.213	\$0.213	\$0.213

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Other Rail Station/Terminal Improvements****DBNUM:** T55**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M8, MT8 (Exempt)

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035

**Physical Plant****DBNUM:** T121**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Transportation Support Facilities: NJ TRANSIT Facilities

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT1, MT4, M8 (Exempt)

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail facilities.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.127	\$0.127	\$0.117	\$0.117	\$0.117	\$0.117	\$0.117	\$0.117	\$0.117	\$0.117

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Preventive Maintenance-Bus****DBNUM:** T135**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Bus

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M3, MT3 (Exempt)

This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	SECT 5307	\$6.896	\$7.888	\$7.888	\$7.888	\$7.888	\$7.888	\$10.068	\$10.068	\$10.068	\$10.068
T1827	SJTPO	CAP	STATE	\$0.112	\$0.088	\$0.148	\$0.289	\$0.289	\$0.289	\$0.289	\$0.289	\$0.289	\$0.289

**Preventive Maintenance-Rail****DBNUM:** T39**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M3, MT3 (Exempt)

This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	SECT 5307	\$1.231	\$1.263	\$1.268	\$1.268	\$1.396	\$1.396	\$1.010	\$1.010	\$1.010	\$1.010
T1827	SJTPO	CAP	SECT 5337	\$1.947	\$1.947	\$1.947	\$1.947	\$1.947	\$1.947	\$1.947	\$1.947	\$1.947	\$1.947
T1827	SJTPO	CAP	STATE	\$0.285	\$0.224	\$0.377	\$0.736	\$0.736	\$0.736	\$0.736	\$0.736	\$0.736	\$0.736

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Private Carrier Equipment Program****DBNUM:** T106**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Bus

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT2, MT10, NRS (Exempt)

This program provides State funds for the Private Carrier Capital Improvement Program.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	STATE	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210

**Rail Capital Maintenance****DBNUM:** T34**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT3, M9, MT8 (Exempt)

The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	STATE	\$0.161	\$0.792	\$0.792	\$0.792	\$0.792	\$0.792	\$0.792	\$0.792	\$0.792	\$0.792

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Rail Fleet Overhaul****DBNUM:** T53G**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M3, MT3 (Exempt)

This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	STATE	\$0.032	\$0.012	\$0.132	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012



## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Rail Rolling Stock Procurement****DBNUM:** T112**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail Rolling Stock Debt

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT3, M10, MT10 (Exempt)

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

**CMAQ:**

Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of Multi-Level Coaches and Multi-Level EMU vehicles. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	CMAQ	\$0.620	\$0.930	\$0.930	\$0.930	\$0.930	\$0.930	\$0.930	\$0.930	\$0.930	\$0.930
T1827	SJTPO	CAP	SECT 5307	\$0.972	\$0.895	\$0.895	\$0.606	\$0.792	\$0.706	\$0.930	\$0.930	\$0.930	\$0.930
T1827	SJTPO	CAP	SECT 5337					\$0.078					
T1827	SJTPO	CAP	STATE	\$0.318	\$0.345	\$0.584	\$0.681	\$1.987	\$0.148	\$1.070	\$1.132	\$1.132	\$1.132

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Rail Support Facilities and Equipment****DBNUM:** T37**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT2, MT9, M11 (Exempt)

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.044	\$0.044	\$0.044	\$0.044	\$0.047	\$0.047	\$0.047	\$0.047	\$0.047	\$0.047

**Safety Improvement Program****DBNUM:** T509**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):** N/A

Transportation Support Facilities: NJ TRANSIT Facilities

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** S6 (Exempt)

This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisition, and other associated costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.420	\$0.490	\$0.490	\$0.420	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210	\$0.210

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Section 5310 Program****DBNUM:** T150**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Local System Support: NJ TRANSIT Local System Supp

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT1, MT2, M10 (Exempt)

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.  
MATCH funds are provided from the State.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	SECT 5310	\$0.504	\$0.504	\$0.504	\$0.504	\$0.504	\$0.504	\$0.504	\$0.504	\$0.504	\$0.504
T1827	SJTPO	CAP	STATE	\$0.263	\$0.105	\$0.105	\$0.105	\$0.105	\$0.105	\$0.105	\$0.105	\$0.105	\$0.105

**Section 5311 Program****DBNUM:** T151**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Local System Support: NJ TRANSIT Local System Supp

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M1, MT1, O10C (Exempt)

This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	CAP	MATCH	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133	\$0.133
T1827	SJTPO	CAP	SECT 5311	\$0.294	\$0.294	\$0.294	\$0.294	\$0.294	\$0.294	\$0.294	\$0.294	\$0.294	\$0.294
T1827	SJTPO	CAP	STATE	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007	\$0.007

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Security Improvements****DBNUM:** T508**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Homeland Security

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT1, NRS, S6 (Exempt)

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	SWI	STATE	\$0.183	\$0.183	\$0.183	\$0.183	\$0.183	\$0.183	\$0.183	\$0.183	\$0.183	\$0.183

**Signals and Communications/Electric Traction Systems****DBNUM:** T50**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M6, MT6 (Exempt)

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.545	\$0.358	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Small/Special Services Program****DBNUM:** T120**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Local System Support: NJ TRANSIT Local System Supp

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** A1, MT1, O10C (Exempt)

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	EC	STATE	\$0.586	\$0.586	\$0.586	\$0.586	\$0.586	\$0.586	\$0.586	\$0.586	\$0.586	\$0.586

**Study and Development****DBNUM:** T88**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Congestion Relief: NJ TRANSIT Congestion Relief

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** O10A, X1 (Exempt)

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	PLS	STATE	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Technology Improvements****DBNUM:** T500**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Technology

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT5, M6, MT6 (Exempt)

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	EC	OTHER	\$0.333	\$0.325								
T1827	SJTPO	EC	STATE	\$0.655	\$0.716	\$0.655	\$0.795	\$1.005	\$0.865	\$0.865	\$0.865	\$0.865	\$0.865

**Track Program****DBNUM:** T42**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Rail

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M9, MT9 (Exempt)

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

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)****DBNUM:** T210**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Mass Transit Assets: Bus

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** M7, O8, O10A (Exempt)

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1C., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	SECT 5307	\$0.868	\$1.303	\$1.679	\$1.694	\$1.679	\$1.679	\$1.679	\$0.778	\$0.778	\$1.609
T1827	SJTPO	ERC	SECT 5337	\$0.435	\$0.660	\$0.888	\$0.888	\$0.888	\$0.887	\$0.887	\$0.887	\$0.887	\$0.887
T1827	SJTPO	ERC	SECT 5339	\$0.168	\$0.190	\$0.213	\$1.097	\$1.097	\$0.213	\$0.213	\$0.213	\$0.213	\$0.213
T1827	SJTPO	ERC	STP-TE			\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070

## FY 2018-27 TRANSPORTATION IMPROVEMENT PROGRAM

### SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**Transit Rail Initiatives****DBNUM:** T300**COUNTY:** Various**SPONSOR:** NJ TRANSIT**ASSET MANAGEMENT CATEGORY:** Mass Transit**MUNICIPALITY:** Various**MILEPOST(S):**

Congestion Relief: NJ TRANSIT Congestion Relief

**LEGISLATIVE DISTRICT:** Various**STRUCTURE NO:****AIR QUALITY CODE:** MT8, NRS, O10A (Exempt)

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.

The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.

Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
T1827	SJTPO	ERC	STATE	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018



## 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.

# Appendix A. Transportation Conformity

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## **FY 2018-2027 Transportation Improvement Program and *Transportation Matters - A Plan for South Jersey***

Approved by SJTPO Policy Board: September 25, 2017

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## 1. Acronyms

<b>AQCR</b>	Air Quality Control Region
<b>CAA</b>	Clean Air Act
<b>CO</b>	Carbon Monoxide
<b>CFR</b>	Code of Federal Regulations
<b>DVRPC</b>	Delaware Valley Regional Planning Commission
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>HC</b>	Hydrocarbons
<b>ICG</b>	Interagency Consultation Group
<b>MOVES</b>	Motor Vehicle Emissions Simulator
<b>MPO</b>	Metropolitan Planning Organization
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NJDEP</b>	New Jersey Department of Environmental Protection
<b>NJDMV</b>	New Jersey Department of Motor Vehicles
<b>NJDOT</b>	New Jersey Department of Transportation
<b>NJTPA</b>	North Jersey Transportation Planning Authority
<b>NOx</b>	Oxides of Nitrogen
<b>RTP</b>	Regional Transportation Plan
<b>SIP</b>	State Implementation Plan
<b>SJTDM</b>	South Jersey Travel Demand Model
<b>SJTPO</b>	South Jersey Transportation Planning Organization
<b>VOCs</b>	Volatile Organic Compounds
<b>TCMs</b>	Transportation Control Measures
<b>TIP</b>	Transportation Improvement Program
<b>USC</b>	United States Code
<b>US DOT</b>	United States Department of Transportation
<b>US EPA</b>	United States Environmental Protection Agency
<b>VHT</b>	Vehicle Hours Traveled
<b>VMT</b>	Vehicle Miles Traveled
<b>VPOP</b>	Vehicle Source Type Population

## 2. Introduction

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, SJTPO works to provide a regional approach to solving transportation problems.

Transportation planning and decision-making for urbanized areas is carried out through MPOs. Traditionally, MPOs synchronize the planning actions of participating agencies in the region and provide a forum for decision-making among officials, operators, and the public.

The 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. The SJTPO also 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.

## 3. Overview

This report documents the demonstration of transportation conformity of the SJTPO FY 2018-2027 Transportation Improvement Program (TIP) and *Transportation Matters – A Plan for South Jersey* (Regional Transportation Plan, (RTP) Update).

Under the authority of The Clean Air Act Amendments of 1990 (42 USC Sections 7401-7671q), in conjunction with the transportation planning provisions of the United States Code (23 USC 109(j)), the transportation conformity process is required in areas that have been designated by the United States Environmental Protection Agency (US EPA) as not having met specific standards for any of the six criteria pollutants as defined by The Clean Air Act (CAA). These criteria pollutants are:

1. Carbon monoxide
2. Lead
3. Ground-level ozone
4. Particulate matter
5. Nitrogen dioxide
6. Sulfur dioxide

The US EPA sets these standards, more formally known as National Ambient Air Quality Standards (NAAQS) to protect public health. Those areas that currently do not meet these standards are called “nonattainment areas” or “maintenance areas” if they have recently attained the standards but need to demonstrate maintenance via a federally-approved maintenance plan before they can be formally classified as an attainment area. Since the four-county SJTPO region is in nonattainment for the 8-Hour Ozone NAAQS, it is subject to transportation conformity.

Transportation conformity is demonstrated when future planned, federally funded, highway and transit projects are determined not to cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly make conformity determinations within air quality nonattainment areas to ensure that any vehicular emissions generated from new projects stay within emissions budgets as set in the New Jersey State Implementation Plan (SIP). The United States Department of Transportation (US DOT) cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the CAA requirements governing the current NAAQS for transportation conformity.

This conformity demonstration is based on the Conformity Final Rule, (40 CFR Part 93), and is consistent with the joint US EPA, FHWA, and FTA Regional Air Quality Consultation and Coordination process. Pollutants addressed include the 8-Hour Ozone precursors of volatile organic compounds (VOCs) and oxides of nitrogen (NO<sub>x</sub>). Conformity findings must be based on established budgets (where appropriate) for VOCs and NO<sub>x</sub> for all applicable analysis years in the MPO region of the designated non-attainment area. These analyses also incorporate the most recent population and employment projections that were approved by the SJTPO Policy Board on July 25, 2016, as part of the Regional Transportation Plan Update, and other applicable latest planning assumptions.

The purpose of this analysis document is to demonstrate conformity of the 2018-2027 TIP and *Transportation Matters* with the 8-hour Ozone NAAQS. The US EPA's Final Rule designating nonattainment areas for the 2008 8-Hour Ozone NAAQS became effective July 20, 2012. Under this rule, the entire four-county SJTPO region falls within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Marginal Ozone Non-Attainment Area, with an original attainment date of July 20, 2015. While the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Marginal Ozone Nonattainment area did not attain the 2008 8-Hour Ozone standards by this date, they did qualify for a 1-year attainment date extension to July 20, 2016.<sup>1</sup> In April 2017, the US EPA issued a proposed rule stating that the Philadelphia area has attained the 2008 8-Hour Ozone NAAQS by the July 20, 2016 attainment date. This determination is based on complete and certified air quality monitoring data for the Philadelphia area for the 2013-2015 monitoring period. However, this proposed determination of attainment does not constitute a redesignation to attainment. Redesignations require states to meet a number of additional criteria, including the US EPA approval of a state plan to maintain the air quality standard for 10 years after redesignation.<sup>2</sup> In October 2015, the US EPA adopted a new standard of 70 parts per billion (ppb). The statutory deadline for state attainment designations for the 70 ppb standard is October, 2017.

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<sup>1</sup> EPA. *Final Rule: Determination of Attainment by Attainment Date for the 2008 Ozone National Ambient Air Quality Standards*. [www.epa.gov/ozone-pollution/2008-ozone-national-ambient-air-quality-standards-naaqs-nonattainment-actions](http://www.epa.gov/ozone-pollution/2008-ozone-national-ambient-air-quality-standards-naaqs-nonattainment-actions).

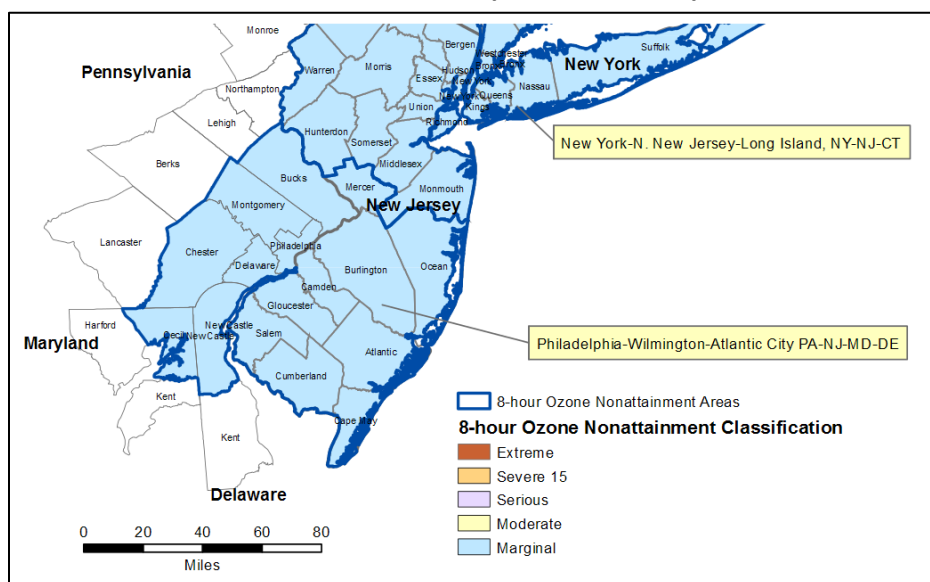
<sup>2</sup> The proposed attainment determination rule is at: [www.federalregister.gov/documents/2017/04/18/2017-07826/determination-of-attainment-by-the-attainment-date-for-the-2008-ozone-standard](http://www.federalregister.gov/documents/2017/04/18/2017-07826/determination-of-attainment-by-the-attainment-date-for-the-2008-ozone-standard).

The Final Rule dictates that conformity findings within the SJTPO planning area are under the 8-Hour Ozone NAAQS. Effective August 1, 2008, the US EPA has determined that the 2008 and 2009 8-Hour Ozone budgets, submitted by New Jersey as part of its State Implementation Plan,<sup>3</sup> “are adequate for transportation conformity purposes” and the SJTPO “must use the new 2008 and 2009 8-Hour Ozone budgets for future transportation conformity determinations.”

Note that SJTPO is responsible for demonstrating transportation conformity for its sub-area within the greater air quality control region (AQCR). Similarly, Delaware Valley Regional Planning Commission (DVRPC), (Camden, Burlington, Gloucester, and Mercer Counties); North Jersey Transportation Planning Authority (NJTPA), (Ocean County); and other MPOs are tasked with demonstrating transportation conformity for their planning region sub-areas located within the designated non-attainment area.

The 2008 8-Hour Ozone Non-Attainment Air Quality Control Region (AQCR) is detailed in Figure 1. For the four-county SJTPO planning area, the 2008 and 2009 VOCs and NOx budgets have been established using MOBILE6 in cooperation with the New Jersey State Department of Environmental Protection (NJDEP). These ozone precursor budgets are used for the analysis years of 2020, 2030, and 2040.

**Figure A-1: 8-Hour Ozone Non-Attainment Area (2008 Standard)**



Source: [www3.epa.gov/airquality/greenbook/nj8\\_2008.html](http://www3.epa.gov/airquality/greenbook/nj8_2008.html).

A portion of the region, defined as Atlantic City, Atlantic County and Penns Grove, Salem County, is also part of a CO “not classified” maintenance area. It is part of a limited carbon monoxide maintenance plan, and thus SJTPO no longer has to complete a regional emissions analysis for these areas for CO.

<sup>3</sup>Excerpted from USEPA website - [www.epa.gov/EPA-AIR/2008/July/Day-17/a16390.htm](http://www.epa.gov/EPA-AIR/2008/July/Day-17/a16390.htm)



This document shows that all current conformity criteria established by USEPA are met. This report also describes the process followed to determine the transportation conformity of the TIP and update to *Transportation Matters*, or the 2040 Regional Transportation Plan (“RTP”) Update. Consistent with the requirements for non-attainment areas, SJTPO has demonstrated in this document that the TIP and the Plan conform to the SIPs with respect to the respective motor vehicle emissions budgets in the corresponding implementation years.

## 4. Project and Analysis Years

There are two categories of projects contained in the TIP and the Plan for the conformity demonstration:

1. Regionally significant and non-exempt projects, and
2. Projects exempted from the conformity analysis

The Final Rule defines a regionally significant project as a non-exempt transportation project that is on a facility serving regional transportation needs and would normally be included in the modeling of a metropolitan area’s transportation network. The emission analysis of transportation plans and programs must model all regionally significant and non-exempt projects.

The regional emissions analysis was conducted to demonstrate conformity of the 2018-2027 TIP and the latest comprehensive plan: *Transportation Matters*. Included were all “regionally significant, non-exempt” projects on principal arterials and higher classifications – that is, those which can impact regional air quality. The project set includes all those in the Plan, those in the 2018-2027 TIP, and those which have been introduced in previous TIPs that are not yet completed. The regional emissions analysis performed for this conformity determination was run in April and May 2017.

For this iteration of the conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO<sub>x</sub> are 2020, 2030 (an *interim* year selected to keep all analysis years less than ten years apart), and 2040 (the *horizon* year of the *Transportation Matters*). VOCs and NO<sub>x</sub>, which are heat-related ozone precursors, are concerns during the summer months, and are estimated for an average summer work weekday. To demonstrate conformity, projected emissions in all analysis years must not exceed the established budgets.

A complete list of TIP projects and non-Federally funded regionally significant projects is contained in Appendix A1 and A2, respectively. All non-exempt projects that could be modeled, including non-Federal projects, are included in this conformity determination. All projects are listed in the appendix and if they were not exempt, have a completion year associated with them under the “Scenario Year” column.

## 5. Methodology

Ozone (O<sub>3</sub>) is a colorless gas associated with smog or haze conditions. Ozone is not a direct emission, but a secondary pollutant formed when precursor emissions, volatile organic compounds (VOCs), which include certain hydrocarbons (HC), and oxides of nitrogen/nitrates (NO<sub>x</sub>), react in the presence of sunlight. This analysis uses a series of computer models to forecast vehicle miles of travel, speeds, and finally emissions estimates for these precursors of ozone.

### Analysis Software

The SJTPO regional emissions analysis was run using SJTPO's South Jersey Travel Demand Model (SJTDM). A traditional four-step travel demand model, the model runs on the CUBE platform and estimates vehicular traffic as well as transit ridership in the four-county SJTPO region. In addition, SJTDM has now been calibrated and validated to 2015 conditions. A more detailed explanation of the SJTDM including the model development report can be found at [www.sjtpo.org/model](http://www.sjtpo.org/model).

This SJTPO regional emissions analysis was run using the Motor Vehicle Emissions Simulator Model (MOVES) 2014a, the US EPA's latest emissions model. Compared to MOVES 2010b, the previous emissions model, MOVES is significantly more sensitive to all aspects of the drive cycle. Start, extended idle, and evaporative emissions which comprise the off-network portion of the inventory were specifically addressed. A combination of computer programs centered on the MOVES2014a emissions model and PPSUITE travel model post-processor were used to assess air quality in the SJTPO region. PPSUITE is a software package used to pre-format and post-format data to and from MOVES2014a. It provides a linkage between MOVES2014a and the transportation model, the SJTDM, and generates emissions and activity data summary reports. In this analysis emissions are calculated for two categories of pollutants: VOCs and NO<sub>x</sub>. The non-road emissions (i.e. those not directly related to on-road vehicles such as construction equipment emissions) were also addressed in this MOVES update, however, those improvements do not impact this particular portion of the emissions inventory.

### Applicable Tests and Budgets

The SJTPO region has approved mobile vehicle emission budgets (MVEBs) for relevant pollutants for the 8-Hour Ozone NAAQS, and as such, only budget tests are required to demonstrate conformity. As of August 1, 2008, EPA has determined that the 2008 and 2009 8-hour Ozone budgets, submitted by New Jersey as part of its State Implementation Plan, are adequate and should be used for future transportation conformity determinations. Under the SIP Revision, 13.04 tons per day of VOC and 29.64 tons per day of NO<sub>x</sub> are the budget levels for the year 2009 and later for the SJTPO region. VOC and NO<sub>x</sub> budget levels corresponding to the analysis years of 2020, 2030 and 2040 are listed in Table A-14. The values correspond to maximum allowable emissions generated for an average summer work weekday, the prescribed analysis day/period for the VOC and NO<sub>x</sub> emissions testing in the SJTPO region.

**Table A-14: SJTPO Region Daily Mobile Vehicle Emission Budgets<sup>4</sup>**

Budgets	2020 (tons)	2030 (tons)	2040 (tons)
VOC	13.04	13.04	13.04
NOx	29.64	29.64	29.64

## 6. Other Planning Assumptions

The latest planning assumptions must be used in the conformity analysis. The latest planning assumptions for the emission estimates and analysis were approved by Interagency Consultation Group meeting (conference call) on February 28, 2017, with the travel demand modeling process beginning March 6, 2017. Key elements utilized in this conformity assessment follow:

### Population and Employment

Population and employment forecasts were endorsed by the SJTPO Policy Board as part of the regional transportation plan update (*Transportation Matters*) on July 25, 2016. These forecasts were used in the transportation modeling to predict future year traffic conditions in the SJTPO area. These demographic forecasts provide population and employment estimates at the county and municipal level in five-year intervals out to 2040. The forecasts were developed with a Cohort Projection Model and Economic Model as well as Census and other allied datasets where available.<sup>5</sup> There was also extensive outreach with the county planning departments as well as other public officials. The SJTPO Technical Advisory Committee was also involved at every step of this process. Since adoption, there have been no updates to the population and employment forecasts. Hence, these represent the latest forecasts.

### Travel and Congestion

For all analysis years, Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) are calculated by the South Jersey Travel Demand Model. Base year travel model VMT was adjusted to 2015 conditions based on 2014 data from NJDOT's Highway Performance Monitoring System (HPMS) estimates for each county and road group. Vehicle age, vehicle source type population (VPOP), and age distribution data comes from 2015 New Jersey Department of Motor Vehicles (NJDMV) registration data. In addition, auto operating costs were estimated to be 11.5 ¢ per mile (in 2010 dollars).<sup>6</sup>

<sup>4</sup> Budgets found adequate for conformity purposes by the US EPA August 1, 2008

<sup>5</sup> A more detailed explanation of the Demographic Forecast Methodology is Appendix C Demographic Forecast of *Transportation Matters*, available at: [www.sjtpo.org/wp-content/uploads/2016/07/Appendix-C-Demographic-Forecast-7-25-2016-Final.pdf](http://www.sjtpo.org/wp-content/uploads/2016/07/Appendix-C-Demographic-Forecast-7-25-2016-Final.pdf).

<sup>6</sup> A more detailed explanation of this parameter as well as the other modeling parameters can be found in the SJTDM Model Development Manual at: [www.sjtpo.org/wp-content/uploads/2016/06/SJTDMDevelopmentReport\\_October2012.pdf](http://www.sjtpo.org/wp-content/uploads/2016/06/SJTDMDevelopmentReport_October2012.pdf).

## Transit Operation Policy and Fare Changes

Transit ridership has continued to grow, which provides a favorable effect on emissions. The tolls and fares in the CUBE Model are current as of 2015, the date of the model's most recent calibration. Transit service assumptions include fare/toll increases over time – detailed assumptions for different facilities were included in network coding files. Fares and tolls are assumed to keep pace with the inflation of the Consumer Price Index to account for the general NJ Transit or authority fare/toll increases that can be anticipated.

## Transportation Control Measures (TCMs)

Transportation Control Measures (TCMs) are transportation strategies specific to on-road mobile sources, which reduce emissions by reducing the number and/or length of vehicle trips and/or improve traffic flow.<sup>7</sup> TCMs that were implemented in the region in the past, as identified in previous SIPs, are included in the base network. The current SIP does not include any additional TCMs, such as Clean Fleets Replacements, or Truck Idling Restrictions. Therefore, neither the budgets nor the conformity analysis reflect any additional TCMs.

## 7. Models and Inputs

There are several requirements for travel demand models for severe ozone areas. They are:

- General Model Requirements
- Consistency with the Highway Performance Monitoring System (HPMS)
- Vehicle Miles Traveled (VMT) estimates
- Capacity and Volume-Sensitive Speed-and-Delay Estimates
- Consistency with SIP Emissions Modeling Assumptions

As mentioned above, the South Jersey Travel Demand Model (SJTDM) was used along with PPSUITE emissions post-processor to estimate the pollutant inventories. The model has been calibrated and validated to 2015 conditions. It replaces the previous SJTDM, run in TP Plus that was used to establish the current 2008 and 2009 8-Hour Ozone budgets.

Also, as mentioned above, the US EPA's most recent emissions model, MOVES2014a (November 2015) with MOVESdb20161117 database (November 2016), was used for this conformity analysis.

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<sup>7</sup> NJ DEP. "State Implementation Plan (SIP) Revision for the Attainment and Maintenance of the Ozone National Ambient Air Quality Standard-Final." October 29, 2007. 7-12. At: [www.nj.gov/dep/baqp/8hrsip/8hrsip.html#final](http://www.nj.gov/dep/baqp/8hrsip/8hrsip.html#final).

## Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, Inspection and Maintenance (I/M) program parameters, and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, and fuel and emission control program data for every county. The US EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. The 2015 vehicle population and age distribution data were used in the analysis process.

## 8. Stakeholder Participation

The stakeholder participation process is being and has been conducted according to the schedule depicted in Table 2. This includes participation of the Transportation Conformity Interagency Consultation Group (TCICG or ICG) and the general public at-large. As per 40 CFR §93.105 of the Transportation Conformity Final Rule, MPOs and State DOTs must provide a “reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the US DOT and the US EPA.” The ICG signs off on the major planning assumptions — which models are used in the analysis, determining which projects are regionally significant, and resolving any other issues that arise in the conformity process.

### Interagency Consultation

Requirements for interagency consultation were met through the first Transportation Conformity Interagency Consultation Group teleconference on February 28, 2017. A second Interagency Consultation Group teleconference was held on July 27, 2017. During this meeting, the ICG approved the conformity determination document. If additional issues are to arise, the ICG will be consulted.

### Public Involvement Procedure

The proposed conformity determination for the FY 2018-2027 TIP and *Transportation Matters* will have a minimum 30-day comment period, beginning August 14, 2017 and lasting through September 15, 2017. The summary document will be made available to outline how conformity requirements are met. Any questions on technical backup will be addressed and documented as part of this report. The public meeting was held August 29, 2017 at Vineland City Hall, located in Vineland, New Jersey.

**Table A-15: FY 2018 TIP Conformity Schedule**

PROCESS	EST. DATE
Teleconference with Interagency Consultation Group (ICG) and request concurrence of attendees on SJTPO's proposed schedule, latest planning assumptions, relevant budgets, required pollutant tests, latest emission model, analysis years, preliminary project lists, etc.	2/28/2017
Confirm Preliminary Project List	2/28/2017
Confirm FY18 Draft Capital Program	7/14/2017
Provide ICG with draft Conformity Determination. Request concurrence with findings.	7/27/2017
Begin 30-Day Public Review Period	8/9/2017
Public Hearing (within Public Review Period)	8/29/2017
Recommendation of TIP adoption by TAC	9/11/2017
TIP Adoption by Board	9/25/2017
Forward FY 2018 TIP with approved Conformity Determination to FHWA/FTA/EPA	9/28/2017

## 9. Analysis Results

Demographic forecasts were input to the modeling process to generate future travel demand data. Network changes resulting from the addition of improvement projects were used to define the action scenarios based on the year the proposed improvement would likely be constructed. The combination of demographic changes and network changes were ran through the modeling process, and resulted in the overall estimates of VMT, VHT, and emissions generated in the SJTPO region. A summary of the population, employment, VMT, and VHT values generated in the SJTPO region is found in Table A-16. The VMT and VHT data are summarized by analysis period, for summer, and are presented for comparative purposes.

**Table A-16: Regional Travel Summary for SJTPO Region**

	2020	2030	2040
<b>Population</b>	606,400	627,000	636,800
<b>Employment</b>	324,900	327,300	344,700
<b>VMT Summer</b>	19,249,505	19,599,818	20,016,022
<b>VHT Summer</b>	483,094	495,300	508,087

## Action Scenarios

The conformity assessment depicts the results of the action scenario model runs versus the budgets established for each emission level for the analysis years. To develop the action scenarios, the base year highway network, which is the highway system as it existed in the model in the year 2015, is used as the starting point. For each analysis year, the highway network is modified to include the projects to be analyzed, as identified in Appendix A1 and A2. For the analysis year, the SJTDM is run with the appropriate future year demographic inputs and the modified, action scenario highway network assumed to be in place by the analysis year. The corresponding emissions generated are a result of both the future year demographic inputs and the new projects, or actions, added to the base network in the appropriate year(s). The emissions from these action scenarios are then compared to the corresponding analysis year emission budgets.

## Budget Tests

This analysis is based on the 8-Hour Ozone emissions budgets (for 2009) found adequate by the US EPA, effective as of August 1, 2008.<sup>8</sup> Budget tests were performed for VOC and NOx for the SJTPO region. The tests show whether improvement actions, or the action scenarios, keep emissions within budget. Results are determined by subtracting projected emissions from the budgeted amounts. The VOC and NOx budget tests passed for the all 8-Hour Ozone attainment analysis years, as seen in Tables 4 and 5. Figure A-2 illustrates the results depicted in Tables A-17 and A-18.

**Table A-17: VOC Budget Test, SJTPO (tons per day)**

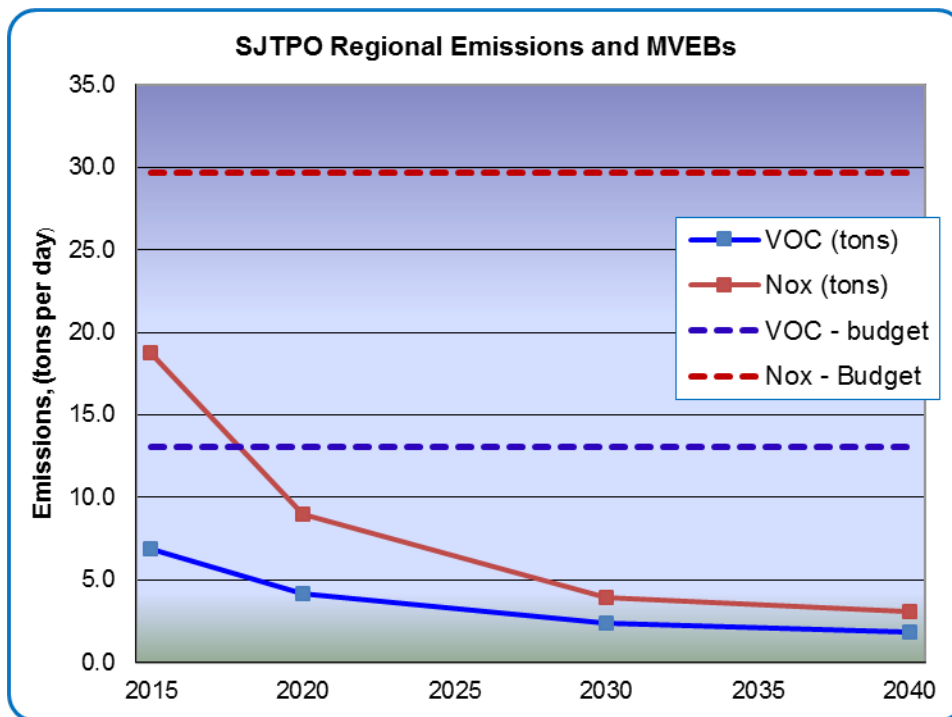
	2020	2030	2040
<b>Budget</b>	13.04	13.04	13.04
<b>Action</b>	4.19	2.40	1.80
<b>Budget-Action</b>	8.85	10.64	11.24
<b>Pass/Fail</b>	PASS	PASS	PASS

**Table A-18: NOx Budget Test, SJTPO (tons per day)**

	2020	2030	2040
<b>Budget</b>	29.64	29.64	29.64
<b>Action</b>	8.94	3.91	3.11
<b>Budget-Action</b>	20.70	25.73	26.53
<b>Pass/Fail</b>	PASS	PASS	PASS

<sup>8</sup> Excerpted from USEPA website - [www.epa.gov/EPA-AIR/2008/July/Day-17/a16390.htm](http://www.epa.gov/EPA-AIR/2008/July/Day-17/a16390.htm)

Figure A-2: FY 2018-2027 Regional Emissions Analysis



### Meeting the Conformity Criteria

Tables 4 and 5, as well as Figure 2, demonstrate that the TIP and the Plan conform to the SIPs with respect to the established motor vehicle emissions budgets in the corresponding implementation years. The TIP and Plan meet all requirements under the 8-Hour Ozone standard all analysis years tested. Therefore, the TIP and the Plan for the SJTPO region are found to conform to the applicable air quality SIP or the US EPA conformity requirements.

In addition to this demonstration that the estimated regional emissions of VOCs and NOx do not exceed the respective budgets included in the SIPs established by NJDEP, SJTPO's transportation conformity results must also meet all the applicable criteria that are consistent with the requirements for non-attainment areas under the CAAA. Specifically, the transportation conformity determination must be shown:

- To be fiscally constrained (40 CFR 93.108);
- To be based on the latest planning assumptions (40 CFR 93.110);
- To be based on the latest emissions estimation model available (40 CFR 93.111);
- To include consultation procedures consistent with those described in the *Final Rule* (40 CFR 93.112);
- Not to interfere with the timely implementation of TCMs (40 CFR 93.113); and
- To be consistent with the motor vehicle emissions budgets in the applicable implementation plans (40 CFR 93.118).



All identified conformity evaluation criteria in the Final Rule, and subsequent responses from SJTPO, are detailed in Table A-19.

**Table A-19: Evaluation of the Conformity Determination Criteria**

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§93.106(a)	(1) Are the transportation plan horizon years correct?	Yes. The years 2020, 2030, and 2040 are the current Plan horizon years, and are not more than 10 years apart. The attainment year of 2016 has already passed.
§93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Yes. <i>Transportation Matters</i> , of which this TIP analysis will be a part, is the current and conforming transportation plan, quantifying and documenting demographic and employment factors influencing transportation demand.
§93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network, which the transportation plan envisions to be operational in horizon years?	Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed and described. Detailed information regarding each project can be found in the respective TIP and Plan documents.
§93.108	Are the transportation improvement program and the transportation plan fiscally constrained?	Yes. The TIP and the Plan are constrained to reasonably anticipate financial resources.
§93.109(a)	Has the MPO demonstrated that all applicable criteria and procedures for conformity are compiled and satisfied?	Yes. As part of the response, this table itemizing criteria and responses is presented.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§93.109(e)	Are all budget tests for VOCs, NOx, and CO satisfied as required by §93.118 and §93.119 for conformity determination?	Yes. As a marginal non-attainment area with existing 8-Hour Ozone SIP budgets, SJTPO performs budget tests to demonstrate the 8-Hour Ozone conformity of the TIP and the Plan. SJTPO is not required to perform CO testing at this time.
§93.109(f)	Are the conformity determinations based upon the latest planning assumptions?	Yes.
§93.110	(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions enforced at the time the conformity determination began?	(a) Yes. This conformity determination utilizes the most recent planning assumptions as of March 6, 2017, the start date of the travel demand modeling process, which in effect signaled the start of the conformity determination process.
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	(b) Yes. This conformity determination utilizes the most recent demographic and employment data adopted by the SJTPO Policy Board in July 2016 and shown in this conformity determination document. Also, vehicle registration data from 2015 is used. The assumptions are derived from the most recent information available to SJTPO.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§93.110	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	(c) Yes. Applicable transit operating policies and transit ridership are addressed in conformity.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	(d) Transit service and increases in fares, etc. are addressed in this conformity demonstration. Also included are planned toll increases on authority facilities.
	(e) The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.	(e) Currently, there are no adopted TCMs in the corresponding SIPs.
	(f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.	(f) Key assumptions are specified and other supporting documents are included in this conformity determination document, which is available to the public and TCICG.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§93.111	Is the conformity determination based upon the latest emissions model?	Yes. The transportation conformity determination for the TIP and the Plan is based on MOVES 2014a, which was the latest emissions model at the time this analysis was performed.
§93.112	Did the MPO make the conformity determination according to the consultation procedures of the Final Rule or the state's conformity SIP?	Yes. Interagency Consultation Group (ICG) teleconferences were held on February 28, 2017 and July 27, 2017. Interim and subsequent coordination was done via email correspondence to the entire ICG. All comments received have been included in this analysis according to the consultation procedures consistent with the requirements of all applicable regulations including §93.105 (a) and (e) to consider input assumptions and to review findings regarding the transportation conformity. In compliance with 23 CFR 450, a public meeting was also held to receive comments regarding transportation conformity of the TIP and the Plan under all current NAAQS.
§93.113(b) §93.113(c)	Are TCMs being implemented in a timely manner?	There are currently no adopted transportation control measures in the SIPs.
§93.114	Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?	Yes. The SJTPO FY 2018-2027 TIP analysis is performed as part of <i>Transportation Matters</i> under the 2008 8-Hour Ozone NAAQS, and are the currently conforming TIP and the Plan, respectively.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§93.115	Are the projects from a conforming Plan and TIP?	Yes. The FY 2018 SIP/TIP Conformity is expected to be approved on September 25, 2017, and TIP projects come from the Conforming Plan. So the TIP and the Plan remain consistent.
§93.118	For Areas with SIP Budgets: Is the Transportation Plan, TIP, or Project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?	Yes. The TIP and the Plan result in fewer emissions than the established budgets for all pollutants in each analysis year.
§93.119	For areas without SIP Budgets: Does the Transportation Plan, TIP, or Project satisfy the prescribed emissions test?	Not applicable. There are adequate SIP budgets for NOx and VOC, the two criteria pollutants of concern for the SJTPO region.
§93.122(a) (6) §93.122(a) (7)	Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable implementation plan?	Yes. The ambient temperatures and other factors used in the analysis, including the methods for off-network VMT and speed have been reviewed by the ICG, and have been deemed reasonable.
§93.122(b)	Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation- related emissions estimates?	Yes. The South Jersey Travel Demand Model is a network-based model used in conjunction with PPSUITE.
§93.122(g)	Does the previous regional emissions analysis apply to the new plan and/or TIP?	No. A new regional emissions analysis was run for this conformity determination.

## Appendix A-A1: FY 2018-2027 TIP Projects/Programs

Appendix A provides a list of projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process.

Appendix A.1 is comprised of the FY 2018-2017 TIP Projects/Programs. The projects are split into the major TIP sections as follows:

- 2. Regional Highway Projects/Programs
- 3. NJDOT Statewide Projects/Programs
- 4. NJ Transit Projects/Programs

For each project, certain information is provided. The following table identifies the fields:

Field	Definition
DBNUM	DBNUM, or “database number”—Unique identifier assigned by sponsoring agency (NJDOT or NJ Transit), used to identify each project.
Project Name	Name of Project
Description	More detailed description of project.
Sponsor	Implementing agency (i.e., NJDOT, NJ Transit, etc.)
Municipality	Municipality where project located
County	County where project located
MPO	MPO Jurisdiction (almost all SJTPO)
Phase	The project phase for which the money is programmed. The major phases are: CON=Construction, DES=Design, or ERC=Engineering, Right-of-Way, and Construction.
Exempt?	Whether a project is exempt (“Y”), or not, (“N”), as determined by the SJTPO in consultation with the Interagency Group.
Non-exempt?	Checked if project is “non-exempt,” or included in the regional emissions analysis. If non-exempt and modeled, Scenario Year is also included.
New?	Identifies if the project is “New” for this fiscal year. If there is no “Y,” the project is an existing project carried over from an earlier year.
NOTES	Additional information if necessary.

## 2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
95017	Route 49, Buckshutem Road, Intersection Improvements (CR 670)	The Rt. 49 project location is a six-legged intersection exhibiting substandard geometric features, safety and operational problems. The proposed project creates a new 4 legged intersection and realigns 2 local routes, that originally connected to Rt. 49, to improve safety.	Cumberland	Bridgeton	Cumberland				X - (2020 Scenario Yr)		From NJ STIP 2018-2027. New on this list, but already in regional emissions analysis.
15390	Route 77, Route 49 to Friesburg Road (CR 640)		Cumberland	Bridgeton , Upper Deerfield				x-S10			From NJ STIP 2018-2027. New on this list.
15420	ADA South, Contract 1 w/o ROW	This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Rt. 52 Causeway Replacement and Somers Pt. Circle 2) Rt. 3	NJDOT	Somers Point City	Atlantic	SJTPO	CON	x-O10a		Y	
15420A	ADA South, Contract 1 with ROW	This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Rt. 30 and Pomona Rd 2) Rt. 206 Rizzotte Drive to Burlington County Line.	NJDOT	Galloway Twp	Atlantic	SJTPO	CON	x-O10a		Y	
15421	ADA South, Contract 2	This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.	NJDOT	Various				x-O10a			
S1403	Baltic Avenue, Main to Mississippi Avenues	Mill 3" and Repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs.	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	x-S10		Y	
						SJTPO	DES				
S1703	Chelsea and Albany Avenues	Mill 3" and Repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs.	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	x-S10		Y	
						SJTPO	DES				

## 2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
S1004	Corsons Tavern Road (CR 628), Resurfacing Woodbine-Ocean View Road to US Route 9	Roadway resurfacing and drainage improvements from Woodbine-Ocean View Road (CR 550) to Rt. US 9.	Cape May County	Upper Twp	Cape May	SJTPO	CON	x-S10			
S1406	CR 551 (Hook Road), E. Pittsfield Street to Route 295	Resurfacing of Hook Road (CR 551) from East Pittsfield Street to I-295 NB Including Raising of a 1000-Foot Long Section at MP 2.85 to Alleviate Flooding.	Salem County	Pennsville Twp	Salem	SJTPO	CON	x-S10			
S1706	CR 559 Alternate (Ocean Heights Avenue), Harbor Ave to Salma Terrace	Resurfacing of the HMA Surface Course and HMA Base Course Repairs as needed. This roadway has: a highway classification of Urban Minor Arterial, approximately ADT range of 8,311 (2013yr.) to 11,880 (2012yr.) 50mph posted speed limit, a signalized intersection at or near beginning of project limit, driveways, striping, signage, pavement marking, curbing, sidewalk, drainage, guiderail, etc. Improvements will include pavement resurfacing, pavement structure upgrades as needed, and any other incidental work to improve safety and longevity of the roadway.	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	x-S10		Y	
S1708	CR 563 (Tilton Road), Vibel Avenue to Delilah Road	Resurfacing of the HMA Surface Course and HMA Base Course Repairs as needed. This roadway has: a highway classification of Urban Principal Arterial, approximately ADT of 11,090 (yr. 2014), 50 mph posted speed limit, signalized intersections at or near both limits, bridge with concrete surface over Atlantic City expressway, driveways, striping, signage, pavement marking, curbing, sidewalk, drainage, guiderail, etc. Improvements will include pavement resurfacing, pavement structure upgrades as needed, and any other incidental work to improve safety and longevity of the roadway.	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	x-S10		Y	
S1403	Cumberland County Federal Road Program	Mill & Overlay of various roadways throughout the county within the existing right-of-way.	Cumberland County	Various	Cumberland	SJTPO	ERC	x-O10a			



## 2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
S1705	Delilah Road (CR 646), English Creek Road to Sharkey Place	This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	x-S10		Y	
S1713	Landis Avenue, Mill Road to Rt 55	This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed.	Vineland City	Vineland City	Cumberland	SJTPO	CON	x-S10		Y	
						SJTPO	DES				
S1407	Landis Avenue, Phase V, Mill Road to Orchard Road (CR 628)	This project provides mill & overlay on the roadway within existing Right-of-Way.	Vineland City	Vineland City	Cumberland	SJTPO	CON	x-S10			
10347	Local Aid Consultant Services	This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.	NJDOT	Various	Various	SJTPO	EC	x-O10a		x	
X065	Local CMAQ Initiatives	Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The DVRPC program will contribute to the following projects selected as part of the DVRPC competitive CMAQ Program: Diesel Engine Locomotive Retrofits, Gloucester County CNG Transit Vehicles, Gloucester Marine Terminal Truck Engine Retrofit, Province Line Road Bike Trail, and Haddon Avenue Roadway Improvements.	Local Lead	Various	Various	SJTPO	EC	x-AQ		x	

## 2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
X41A1	Local County Aid, SJTPO	This program provides funds allocated to the counties within the SJTPO MPO area for transportation improvements under the NJ Transportation Trust Fund Act.	Local Lead	Various	Various	SJTPO	ERC	x-O10c			
X98A1	Local Municipal Aid, SJTPO	This program provides funds allocated to municipalities in the SJTPO area for transportation improvements under the NJ Transportation Trust Fund Act.	Local Lead	Various	Various	SJTPO	ERC	x-O10c			
4314	Local Safety/ High Risk Rural Roads Program	The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.	Local Lead	Various	Various	SJTPO	ERC	x-S6		x	
S1704	Municipal Road Resurfacing Program	Mill 3" and Repave, concrete base reconstruction, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs.	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	x-S10		Y	
						SJTPO	DES				

**2. Regional Highway Projects/Programs**

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
S1710	Ocean Drive (CR 619), 62nd Street to 80th Street	The project consists of milling and resurfacing 0.96 mile section of County Road No. 619. Cross slopes of the asphalt pavement will be made compliant with AAHSTO standards. The curb ramps at each intersection with sidewalks will be brought into compliance with ADA requirements. Long life pavement stripes and markings will be installed upon completion of the paving. Additional stormwater drainage facilities will be provided to reduce the spread of ponding water in the gutter. Stormwater management and bicycle compliant grates and frames will be installed on existing catch basins.	Cape May County	Avalon Boro	Cape May	SJTPO	CON	x-S10		Y	
S1711	Pacific Avenue (CR 621), Fish Dock Road to Rambler Road	The project consists of milling and resurfacing 1.70 mile section of County Road No. 621. Cross slopes of the asphalt pavement will be made compliant with AAHSTO standards. The curb ramps at each intersection with sidewalks will be brought into compliance with ADA requirements. The traffic signals within the limits of the project will also brought into compliance with ADA and MUTCD requirements. Long life pavement stripes and markings will be installed upon completion of the paving. Additional stormwater drainage facilities will be provided to reduce the spread of ponding water in the gutter. Stormwater management and bicycle compliant grates and frames will be installed on existing catch basins.	Cape May County	Lower Twp	Cape May	SJTPO	CON	x-S10		Y	
S1716	Park Avenue, SW Boulevard to Delsea Drive	This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed.	Vineland City	Vineland City	Cumberland	SJTPO	CON	x-S10		Y	
11416	Route 30, Atco Avenue to Route 206	Initiated from the Pavement Management System, this project will resurface within the project limits. The project will include guiderail replacement, installation of handicapped ramps and crosswalks and upgrading of traffic signals.	NJDOT	Waterford Twp	Camden	SJTPO	CON	x-S10			Not completely in region.

## 2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
17303	Route 47, Bridge over Dennis Creek	Initiated by the Bridge Management System, this project will replace the bridge deck and superstructure of the structurally deficient bridge, built in 1928.	NJDOT	Dennis Twp	Cape May	SJTPO	CON	x-S19		Y	
						SJTPO	DES				
						SJTPO	PE				
16346	Route 47, Bridge over Menantico Creek	Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.	NJDOT	Maurice River Twp	Cumberland	SJTPO	CON	x-S19		Y	
						SJTPO	DES				
						SJTPO	PE				
12320	Route 47, Nummytown Mill Pond Dam	Initiated from the Bridge Management System, this class 2 dam has insufficient spillway capacity, as required by the New Jersey safety standards, and is a significant hazard. The dam requires rehabilitation to achieve compliance with the New Jersey Dam Safety standards.	NJDOT	Middle Twp	Cape May	SJTPO	CON	x-O1			
2149F1	Route 47/347 and Route 49/50 Corridor Enhancement	This project will implement Intelligent Transportation System (ITS) strategies and alleviate summer traffic congestion in the Rt. 47/347 and Rt. 49/50 Corridors. The proposed project include the construction of 9 Dynamic Message signs and 3 CCTV Cameras along roadways in Cape May and Cumberland County. In addition, the project include the interconnection of traffic lights along Route 47 in Dennis Township.	NJDOT	Various	Cape May	SJTPO	CON	x-S7			
15314	Route 49, Bridge over Maurice River	Initiated by the Bridge Management System, this project will replace the bridge.	NJDOT	Millville City	Cumberland	SJTPO	CON	x-S19			
						SJTPO	DES				
						SJTPO	ROW				
11423	Route 49, Sarah Run Drive to Garrison Lane, Pavement	Initiated from the Pavement Management System, this project will resurface within the project limits.	NJDOT	Various	Cumberland	SJTPO	CON	x-S10			
S1412	Route 73 (Blue Anchor Road), Route 322 to Route 54 (Twelfth Street)	Mill and overlay of the roadway within the existing right-of-way.	Atlantic County	Folsom Boro	Atlantic	SJTPO	CON	x-S10		Y	
15390	Route 77, Route 49 to Friesburg Road (CR 640)	Federal Resurfacing/Rehab project. MP 0.0-1.4, 2.57-3.21, 6.82-8.03	NJDOT	Bridgeton City	Cumberland	SJTPO	CON	x-S10		Y	

## 2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
93216	Route 130, Hollywood Avenue (CR 618)	Initiated by the Pavement Management System, this project consists of milling, resurfacing, reconstructing and rehabilitating certain sections within the project limits, replacing substandard guiderail, installing ADA-compliant curb ramps and correcting substandard geometric deficiencies. The pavement will be resurfaced within the entire project limits, with milling and paving on the mainline and shoulders. A small portion of the roadway is identified for reconstruction and the US 130 over Salem Canal concrete culvert will also be repaired.	NJDOT	Carneys Point Twp	Salem	SJTPO	CON	x-NR1			
11414	Route 130, Plant Street to High Hill Road (CR 662)	Initiated by the Pavement Management System, this project consists of milling, resurfacing, reconstructing and rehabilitating certain sections within the project limits, replacing substandard guiderail, installing ADA-compliant curb ramps and correcting substandard geometric deficiencies. The pavement will be resurfaced within the entire project limits, with milling and paving on the mainline and shoulders. A small portion of the roadway is identified for reconstruction and the US 130 over Salem Canal concrete culvert will also be repaired.	NJDOT	Logan Twp	Salem	SJTPO	CON	x-S10			
15448	Route 322, Bridge over Great Egg Harbor River	Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1931 and widened in 1959.	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	x-S19		Y	
						SJTPO	DES				
						SJTPO	PE				
						SJTPO	ROW				
12433	Route 322, Route 50 to Leipzig Avenue	Initiated from the Pavement Management System, this project will resurface within the project limits.	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	x-S10			
S1501	Salem County Mill and Overlay Resurfacing	This program provides milling and overlay resurfacing of various roadways in the County	Salem County	Various	Salem	SJTPO	CON	x-S10			
						SJTPO	DES				
S044	SJTPO, Future Projects	This program provides funding for local projects to be selected by the South Jersey Transportation Planning Organization, the designated Metropolitan Planning Organization for Salem, Cumberland, Cape May and Atlantic counties.	SJTPO	Various	Various	SJTPO	ERC	x-O10a			

## 2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
09361	South Inlet Transportation Improvement Project	This project provides improvements to feeder roads in Atlantic City, as identified by the Casino Redevelopment Authority (CRDA). The improvements will maintain, operate and support Atlantic City Expressway Projects of the South Jersey Transportation Authority (SJTA). The project includes; Melrose Avenue between Delaware and Connecticut Avenues, Connecticut Avenue from Melrose to Oriental Avenues, Massachusetts Avenue, and various other intersection and capital improvements. The NJDOT has agreed to provide one-third of the eligible costs, up to \$17 M, plus the additional funds needed to finance bonds. Approximately \$1.5 M of Transportation Trust Fund (TTF) funding will be provided to the SJTA, by the NJDOT, annually for 20 years for this purpose (except for the first year which will be \$1.7 M of TTF funds). The SJTA will issue debt based on the NJDOT's funding guarantee, and provide the funding to CRDA.	SJTA/CRDA	Atlantic City	Atlantic	SJTPO	CON		x- 2020 Scenario Yr		
S1712	Third Avenue (CR 619), Great Channel Bridge to 96th Street	The project consists of milling and resurfacing 1.41 mile section of Third Avenue. Cross slopes of the asphalt pavement will be made compliant with AAHSTO standards. The curb ramps at each intersection with sidewalks will be brought into compliance with ADA requirements. The traffic signal and flashing beacons within the limits of the project will also brought into compliance with ADA and MUTCD requirements. Long life pavement stripes and markings will be installed upon completion of the paving. Additional stormwater drainage facilities will be provided to reduce the spread of ponding water in the gutter. Stormwater management and bicycle compliant grates and frames will be installed on existing catch basins.	Cape May County	Stone Harbor Boro	Cape May	SJTPO	CON	x-S10		Y	

## 2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
S1707	Third Street (aka Wiltseys Mill Rd CR 724), Old Forks Road to Wood Street	Reconstruction of HMA Base Course, HMA Surface Course, and Sub-base as needed. This section of roadway has: as highway classification of Urban Minor Arterial, approximately ADT of 2,624 (2012yr.), driveways, striping, signage, pavement marking, curbing, sidewalk, drainage, guiderail, etc. Improvements will include pavement structure upgrades and any other incidental work to improve safety and longevity of the roadway.	Atlantic County	Hammonton Twp	Atlantic	SJTPO	CON	x-S10		Y	
S1715	West Avenue, Landis Avenue to Chestnut Avenue	This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed.	Vineland City	Vineland City	Cumberland	SJTPO	CON	x-S10		Y	
S1709	Westcoat Road (CR 685), Mill Road to Delilah Road	Resurfacing of the HMA Surface Course and HMA Base Course Repairs as needed. This roadway has: a highway classification of Urban Minor Arterial, approximately ADT of 5,000 (yr. 2012), 50' ROW width, 50mph posted speed limit, Garden State Parkway Bridge Overpasses, several larger than ordinary utility poles, driveways, striping, signage, pavement marking, drainage, guiderail, etc. Improvements will include pavement resurfacing, pavement structure upgrades as needed, and any other incidental work to improve safety and longevity of the roadway.	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	x-S10		Y	
<b>Regional Highway Programs</b>											
10347	Local Aid Consultant Services	This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the	NJDOT	Various	Various	SJTPO	EC	x-O10a		Y	

**2. Regional Highway Projects/Programs**

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
X186	Local Aid, Infrastructure Fund	Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year	Local Lead	Various	Various	Statewide	ERC	x-O10c		Y	
X41A1	Local County Aid, SJTPO	This program provides funds allocated to the counties within the SJTPO MPO area for transportation improvements under the NJ Transportation Trust Fund Act.	Local Lead	Various	Various	SJTPO	ERC	x-O10c			
X98A1	Local Municipal Aid, SJTPO	This program provides funds allocated to municipalities in the SJTPO area for transportation improvements under the NJ Transportation Trust Fund Act.	Local Lead	Various	Various	SJTPO	ERC	x-O10c			
X98Z	Local Municipal Aid, Urban Aid	This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.	Local Lead	Various	Various	Statewide	ERC	x-O10c		Y	
4314	Local Safety/ High Risk Rural Roads Program	The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.	Local Lead	Various	Various	SJTPO	ERC	x-S6		Y	



## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X12	Acquisition of Right of Way	This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.	Capital Program Delivery	Various	Various	Statewide	ROW	STATE	x-O3		x	
13303	Active Traffic Management System (ATMS)	This program will provide funding for the deployment program for the first Active Traffic management System (ATMS) in the State including all phases of design. This program will include funding for the complete delivery of the Final Design document for Active Traffic Management System (ATMS) for a candidate highway (I-80, I-295 or I-78). The design document will be used to deploy and carry out the actual construction of this technology for automatic operation and handling of traffic.	NJDOT	Various	Various	Statewide						
11344	ADA Curb Ramp Implementation	This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.	NJDOT	Various	Various	Statewide						
16322	ADA South, Contract 5	This project will make DB: 11422 UPC: 114220 - Rt. 9, Meadowview Ave. to Garden State Parkway, Pavement & DB: 13333 UPC: 133330 - Rt. 47 CR 690 to Howard St. ADA compliant.	NJDOT	Galloway Twp	Atlantic	Statewide						
08415	Airport Improvement Program	This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation education and promotion programs, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.	NJDOT	Various	Various	Statewide	DES	STATE	x-O1?		x	
04311	Asbestos Surveys and Abatement	This program provides initial funding for term agreements for advanced design services which include asbestos surveying, preparation of plans and specifications for the asbestos abatement, and the air monitoring process needed on construction contracts.	Capital Program Delivery	Various	Various	Statewide	DES	STATE	x-O1?		x	
01335	Betterments, Dams	This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.	Roadway Preservation	Various	Various	Statewide	EC	STP	x-S12		x	

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X72B	Betterments, Roadway Preservation	This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.	Roadway Preservation	Various	Various	Statewide	EC	STATE	x-S10		x	
X72C	Betterments, Safety	This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.	Safety	Various	Various	Statewide	EC	STATE	x-S6		x	
X185	Bicycle & Pedestrian Facilities/Accommodations	This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access and safety. This program includes addressing bicycle, pedestrian, transit and ADA travel needs through the development of improvements on state, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users.	Intermodal Programs	Various	Various	Statewide	ERC	CMAQ	x-AQ2		x	
						Statewide	ERC	STATE				
						Statewide	ERC	TAP				
03304	Bridge Deck/Superstructure Replacement Program	This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.	Bridge Preservation	Various	Various	SJTPO	ERC	NHPP	x-S19		x	
						Statewide	ERC	BRIDGE-OFF				
						Statewide	ERC	NHPP				
98315	Bridge Emergency Repair	This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.	Bridge Preservation	Various	Various	Statewide	EC	STATE	x-S19		x	
X07A	Bridge Inspection	This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This	Bridge Preservation	Various	Various	Statewide	EC	BRIDGE-OFF NHPP STP	x-S19		x	
14404	Bridge Maintenance and Repair, Movable Bridges	This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.	NJDOT						x-S19			

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
17357	Bridge Maintenance Fender Replacement	This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.	NJDOT						x-S19			
17358	Bridge Maintenance Scour Countermeasures		NJDOT						x-S19			
X70	Bridge Management System	This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.	Bridge Preservation	Various	Various	Statewide	EC	STP	x-S19		x	
13323	Bridge Preventive Maintenance	This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.		NJDOT					x-S19			
08381	Bridge Replacement, Future Projects	This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.		NJDOT	Various	Various	ERC	NHPP STATE	x-S19			
98316	Bridge Scour Countermeasures	This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.	Bridge Preservation	Various	Various	Statewide	ERC	NHPP	x-S19		x	
98319	Capital Contract Payment Audits	This program provides funding for the auditing of capital project contract invoices that involve reimbursement of direct and overhead costs. The Federal Highway Administration requires such audits on all engineering firms doing business with the NJDOT in order to ensure accurate billing of project costs.	Capital Program Support	Various	Various	Statewide	EC	STATE	x-O10c		x	

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.	Congestion Relief	Various	Various	Statewide	ERC	STATE	x-O10c		x	
02378	Congestion Relief, Operational Improvements (Fast Move Program)	This is a program of low-cost, quick-turnaround capital improvements to relieve congestion at key bottleneck locations throughout the state.	Congestion Relief	Various	Various	Statewide	EC	STATE	x-O10c		x	
X180	Construction Inspection	In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10c		x	
05304	Construction Program IT System (TRNS.PORT)	This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10c		x	
X242	Crash Reduction Program	The state's Strategic Highway Safety Plan (SHSP) influences the decisions for investment planning. SHSP emphasis-areas guide problem identification in the Highway Safety Improvement Program (HSIP). The Crash Reduction Program (CRP) is a comprehensive program	Safety	Various	Various	Statewide	EC	HSIP	x-S3		x	
09316	Culvert Replacement Program	This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.	NJDOT						x-S19			
X142	DBE Supportive Services Program	This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.	Capital Program Support	Various	Various	Statewide	EC	STP	x-O10b		x	
		Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder										

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
15322	Delaware & Raritan Canal Bridges	Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.	NJDOT						x-S19			
X106	Design, Emerging Projects	This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring.	Capital Program Delivery	Various	Various	Statewide	DES	STATE	x-O10a		x	
						Statewide	DES	STP				
05342	Design, Geotechnical Engineering Tasks	This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.	Capital Program Delivery	Various	Various	Statewide	DES	STATE	x-O1		x	
X197	Disadvantaged Business Enterprise	This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.	Capital Program Support	Various	Various	Statewide	EC	STP	x-O10b		x	
X154D	Drainage Rehabilitation & Improvements	This program funds low-cost/high-value drainage projects on the state highway drainage system.	Roadway Preservation	Various	Various	Statewide	EC	STP	x-S10		x	
X154	Drainage Rehabilitation and Maintenance, State	This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.	Roadway Preservation	Various	Various	Statewide	EC	STATE	x-S10		x	
X241	Electrical Facilities	This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection	Capital Program Support	Various	Various	Statewide	EC	STATE	x-S18		x	
04324	Electrical Load Center Replacement, Statewide	This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.	NJDOT						x-S18			

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
17360	Emergency Management and Transportation Security Support	This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.	NJDOT						x-S12			
X75	Environmental Investigations	This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O1		x	
03309	Environmental Project Support	This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation;	Capital Program Delivery	Various	Various	Statewide	ERC	STATE	x-O1		x	
X15	Equipment (Vehicles, Construction, Safety)	New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the St	Capital Program Support	Various	Various	Statewide	EC	STATE	x-AQ		x	
X15A	Equipment, Snow and Ice Removal	A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.	NJDOT						x-S2			
00377	Ferry Program	This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.	Intermodal Programs	Various	Various	Statewide	ERC	FBP	x-MT8		x	
9388	Highway Safety Improvement Program Planning	This item consists of two programs: Safety Management System (SMS) safety improvement projects and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Safe Corridor Program currently includes portions of Rt. 1, 9, 22, 40, 46, 47, 73 and 206. The Intersection Improvement Program includes right angle, left turn, same direction and pedestrian crash intersection locations. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements.	NJDOT						x-S6			

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
15343	Intelligent Traffic Signal Systems	This program will seek to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from standalone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.	NJDOT						x-S7			
13304	Intelligent Transportation System Resource Center	This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.	NJDOT						x-O10a			
98333	Intersection Improvement Program (Project Implementation)	This program provides for the implementation of safety and operational improvements at intersections identified by the Highway Safety	Safety	Various	Various	Statewide Statewide	ERC ERC	HSIP STATE	x-S3		x	
X151	Interstate Service Facilities	This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.	Quality of Life	Various	Various	Statewide	EC	STATE	x-O8		x	
13305	Job Order Contracting Infrastructure Repairs, Statewide	This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge; movable bridge; roadway drainage systems; roadway repair; lighting etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.	NJDOT						x-O10c			
X137	Legal Costs for Right of Way Condemnation	This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10c		x	
06326	Local Concept Development Support	This program provides NJDOT project management and environmental support to local governments.	Local Aid	Various	Various	SJTPO	PLS	STP-SJ	x-O10c		x	
06327	Local Aid Grant Management System	This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.	NJDOT						x-O10b			
X186	Local Aid, Infrastructure Fund	Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above \$7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B10.4).	Local Lead						x-S19			
08387	Local Bridges, Future Needs	Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system	NJDOT						x-S19			
17390	Local Freight Impact Fund	Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.	NJDOT						x-O10a			

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X196	Maintenance & Fleet Management System	This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required	Roadway Preservation	Various	Various	Statewide	EC	STATE	x-O10a		x	
1309	Maritime Transportation System	This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.	Intermodal Programs	Various	Various	Statewide	EC	STATE	x-O1		x	
X30A	Metropolitan Planning	NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a contin	Local Aid	Various	Various	SJTPO	PLS	PL	x-O10a			
						SJTPO	PLS	PL-FTA				
						SJTPO	PLS	STP-SJ				
17341	Minor Bridge Inspection Program	This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A	NJDOT						x-S19			
07332	Minority and Women Workforce Training Set Aside	State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.	NJDOT						x-O10b			



## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
13306	Mobility and Systems Engineering Program	This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.	NJDOT						x-O10a			
X233	Motor Vehicle Crash Record Processing	This program provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction)	Safety	Various	Various	Statewide	EC	HSIP	x-S6		x	
X34A	National Highway Freight Program	Established by the federal Fixing America's Surface Transportation (FAST) Act, the National Highway Freight Program (NHFP) provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). NHFP supports several goals, including: infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.	Intermodal Programs	Various	Various	Statewide	ERC	STATE NHFP HWY	x-O10a		x	

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X34	New Jersey Rail Freight Assistance Program	This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity. This program provides \$8 million to the State Freight Assistance Program.	Intermodal Programs	Various	Various	Statewide	EC	NHFP-RAIL	x-MT9		x	
X200C	New Jersey Scenic Byways Program	This program will assist in the advancement of the NJ Scenic Byways Program, the development, designation and implementation needed for an organization, group or community to become a state or national scenic byway, and the maintenance and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for planning, design, development, marketing, and implementation of the state byways within the state program. Planning, design and development of the state program includes but is not limited to: research leading to the development of themes for byways on a statewide basis; technical assistance to specifically provide awareness and education about the management, operation and development of the scenic byway program, activities associated with identifying and planning tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts of an individual byway or a statewide program of byways.	NJDOT						x-O8			
99372	Orphan Bridge Reconstruction	This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and	Bridge Preservation	Various	Various	Statewide	EC	STATE	x-S19		x	
X28B	Park and Ride/Transportation Demand Management Program	This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.	Congestion Relief	Various	Various	Statewide	EC	STATE	x-AQ1		x	
X51	Pavement Preservation	This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's high	Roadway Preservation	Various	Various	Statewide	EC	NHPP	x-S10		x	
						Statewide	EC	STP			x	

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
06401	Pedestrian Safety Improvement Program	This program provides funding to reduce pedestrian crashes and/or fatalities. Locations/segments are identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Locations/segments are examined by NJDOT'S Pedestrian Safety Impact Teams who will conduct Road Safety Audits and make recommendations for improvements. This program funds the implementation of recommendations, as well.	NJDOT						x-S2			
X29	Physical Plant	This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.	Capital Program Support	Various	Various	Statewide	ERC	STATE	x-MT4		x	
X30	Planning and Research, Federal-Aid	Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.	Capital Program Delivery	Various	Various	Statewide	PLS	LTAP	x-O10a		x	
						Statewide	PLS	SPR			x	
						Statewide	PLS	STP			x	
X140	Planning and Research, State	This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.	Capital Program Delivery	Various	Various	Statewide	PLS	STATE	x-O10a		x	
X135	Pre-Apprenticeship Training Program for Minorities and Women	This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.	Capital Program Support	Various	Various	Statewide	EC	STP	x-O10b		x	
X10	Program Implementation Costs, NJDOT	This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10c		x	
10344	Project Development: Concept Development and Preliminary Engineering	This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates.	NJDOT	Various	Various	Statewide	CD		x-O10a			
05341	Project Management & Reporting System (PMRS)	This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one	Capital Program Delivery	Various	Various	Statewide	DES	STATE	x-O10c		x	

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
17337	Project Management Improvement Initiative Support	Provide expert consulting services regarding processes and organizational development in the area of project and program management including providing expert consulting services regarding information systems architecture and integration for project and construction management information technology systems. Provide program management services to the Department to implement Project Management and Reporting System including the e-Builder Enterprise Software as a Service information system and other sub-systems such as Bluebeam. Provide coaching and mentoring services to Department personnel in the areas of project and program management, general organizational behavior of project related organizations, and training assessment guidance.	NJDOT	Various	Various	Statewide	DES	STATE				
X35A1	Rail-Highway Grade Crossing Program, Federal	This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.	Safety	Various	Various	SJTPO	EC	RHC	x-S8			
X35A	Rail-Highway Grade Crossing Program, State	This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects. This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.	Safety	Various	Various	Statewide	CON	STATE	x-S2		x	
99409	Recreational Trails Program	New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.	Intermodal Programs	Various	Various	Statewide	ERC	RTP	x-O8		x	

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X144	Regional Action Program	This program funds low-cost, quick turn-around capital improvements accomplished under management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Funding is also provided for small-scale landscape contracts in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.	Roadway Preservation	Various	Various	Statewide	EC	STATE	x-O5		x	
X03A	Restriping Program & Line Reflectivity Management System	This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.	Safety	Various	Various	Statewide	EC	STP	x-S10		x	
X03E	Resurfacing Program	This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials	Roadway Preservation	Various	Various	Statewide	EC	STATE	x-S10		x	
99327A	Resurfacing, Federal	Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base	Roadway Preservation	Various	Various	SJTPO Statewide Statewide	ERC ERC ERC	NHPP NHPP STATE	x-S10		x x x	
05339	Right of Way Database/Document Management System	This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approv	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10c		x	
05340	Right of Way Full-Service Consultant Term Agreements	This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way	Capital Program Delivery	Various	Various	Statewide Statewide	ROW ROW	STATE STP	x-O3		x x	
X152	Rockfall Mitigation	This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.	NJDOT						x-S4			
99358	Safe Routes to School Program	This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools.  Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund e	Intermodal Programs	Various	Various	Statewide	ERC	TAP	x-S6		x	

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
6402	Safe Streets to Transit Program	This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multimodal improvement plans to address the issues.	NJDOT						x-S6			
13307	Salt Storage Facilities - Statewide	This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.	NJDOT						x-S6			
15807	Segment Improvement Program	This program will provide for the identification and implementation of safety improvements along segments which show crash rates above the statewide average. The safety improvements proposed are; striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology i.e. pedestrian/bicycle detectors, etc.	NJDOT						x-S6			
X239	Sign Structure Inspection Program	This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign	Quality of Life	Various	Various	Statewide	EC	STATE STP	x-O7		x	
X239A	Sign Structure Rehabilitation/Replacement Program	This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photo	Quality of Life	Various	Various	Statewide	ERC	STP	x-O7		x	
X39	Signs Program, Statewide	This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.	Quality of Life	Various	Various	Statewide	EC	NHPP STATE STP	x-O7		x	
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal	This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation	Capital Program Support	Various	Various	Statewide	EC	STATE	x-S2		x	
X150	State Police Enforcement and Safety Services	This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-S2		x	

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DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
13308	Statewide Traffic Operations and Support Program	his comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is colocated with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.	NJDOT						x-S6			
17353	Storm Water Asset Management	This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.	NJDOT						X-S10			
14300	Title VI and Nondiscrimination Supporting Activities	This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance	NJDOT						x-O10c			

## 3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X66	Traffic Monitoring Systems	This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical	Capital Program Delivery	Various	Various	Statewide	EC	NHPP	x-O10a		x	
						Statewide	EC	STATE			x	
						Statewide	PLS	NHPP			x	
X47	Traffic Signal Replacement	This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and a	Safety	Various	Various	Statewide	EC	STATE	x-S7		x	
X244	Training and Employee Development	This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement th	Capital Program Support	Various	Various	Statewide	EC	STP	x-O10b		x	
01316	Transit Village Program	This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.	Local Aid	Various	Various	Statewide	EC	STATE	x-AQ2		x	
X107	Transportation Alternatives Program	This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian	Quality of Life	Various	Various	SJTPO	ERC	TAP	x-AQ2			
						Statewide	ERC	TAP				
X43	Transportation Demand Management Program Support	This funding is utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1-800-CARPOOL program which also includes maintaining the RidePro ride matching software program.	Congestion Relief	Various	Various	Statewide	PLS	CMAQ	x-AQ1		x	
X126	Transportation Research Technology	This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10b		x	
X11	Unanticipated Design, Right of Way and Construction Expenses, State	This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.	Capital Program Delivery	Various	Various	Statewide	ERC	STATE	x-O10b		x	
15344	Utility Pole Mitigation	This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.	NJDOT						x-S4			



**3. NJDOT Statewide Projects/Programs**

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X182	Utility Reconnaissance and Relocation	This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O1		x	
X199	Youth Employment and TRAC Programs	This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.	Capital Program Support	Various	Various	Statewide	EC	STP	x-O10b		x	

**4. NJ Transit Projects/Programs**

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T143	ADA--Platforms/Stations	Funding is provided for the design and construction of necessary improvements to make NJ TRANSIT's rail stations, and subway stations compliant with the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility improvements at non-key stations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT8	x	
T05	Bridge and Tunnel Rehabilitation	This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT9		
T111	Bus Acquisition Program	This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT3		

## 4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T06	Bus Passenger Facilities/Park and Ride	This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT7		
T08	Bus Support Facilities and Equipment	This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT8		
						SJTPO	ERC				
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.	NJ TRANSIT	Various	Various	SJTPO	EC	Y	x-MT8		
T68	Capital Program Implementation	Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-O10c?	x	

**4. NJ Transit Projects/Programs**

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T515	Casino Revenue Fund	State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-O10b	x	
T13	Claims support	Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.  This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	EC	Y	x-MT1	x	
T170	Cumberland County Bus Program	This program provides funds for capital and operating assistance for Cumberland County USA, including purchase of buses, minivans, support equipment, facility improvements and capital maintenance costs.  Toll Credit will be used as the non-federal match	NJ TRANSIT	Various	Cumberland	SJTPO	CAP	Y	x-MT1	x	
T16	Environmental Compliance	Funding is provided for compliance with environmental regulations at both bus and rail facilities includes but is not limited to replacement of leaking fuel tanks, clean-up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-O1	x	

**4. NJ Transit Projects/Programs**

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T43	High Speed Track Program	Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT9	x	
T20	Immediate Action Program	Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-S12	x	
T199	Job Access and Reverse Commute Program	Funding is provided to continue the Job Access and Reverse Commute (JARC) program with non-federal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC.	NJ TRANSIT	Various	Various	SJTPO	SWI	Y	x-O10c	x	
T95	Light Rail Infrastructure Improvements	Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements. Funding is also provided for NLR Infrastructure and River Line capital asset replacement. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Newark City	Various	SJTPO	ERC	Y	x-MT8	x	No light rail within SJTPO region.

## 4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T53E	Locomotive Overhaul	Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT3	x	
						SJTPO	CAP				
T122	Miscellaneous	Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-O10a	x	
T44	NEC Improvements	Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements. This project is funded under the provisions of Section 13	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT9	x	NEC not in our region.
T55	Other Rail Station/Terminal Improvements	Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation--systemwide, and STARS program.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT8	x	
T121	Physical Plant	Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT1	x	

**4. NJ Transit Projects/Programs**

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T135	Preventive Maintenance-Bus	This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT3	x	
T39	Preventive Maintenance-Rail	This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT3	x	
T106	Private Carrier Equipment Program	This program provides State funds for the Private Carrier Capital Improvement Program.  This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT2	x	
T34	Rail Capital Maintenance	The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT8	x	
T53G	Rail Fleet Overhaul	This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT3	x	

## 4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T112	Rail Rolling Stock Procurement	<p>This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments.</p> <p>Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.</p> <p>CMAQ: Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of Multi-Level Coaches and Multi-Level EMU vehicles. For the CMAQ justification see "CMAQ Report for NJ TRANSIT". This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT10		



## 4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T37	Rail Support Facilities and Equipment	This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT9	x	
T509	Safety Improvement Program	This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisition, and other associated costs.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-S6	x	
T150	Section 5310 Program	This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. MATCH funds are provided from the State.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT1	x	
T151	Section 5311 Program	This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT1	x	

**4. NJ Transit Projects/Programs**

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T508	Security Improvements	This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	SWI	Y	x-MT1	x	
T50	Signals and Communications/Electric Traction Systems	This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT6	x	
T120	Small/Special Services Program	Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	EC	Y	x-MT1	x	

**4. NJ Transit Projects/Programs**

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T88	Study and Development	This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.  This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	PLS	Y	x-O10a	x	
T500	Technology Improvements	This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication System.	NJ TRANSIT	Various	Various	SJTPO	EC	Y	x-MT6	x	
T42	Track Program	Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT9	x	
T210	Transit Enhancements/Trans Altern Prog (TAP)/Altern Transit Improv (ATI)	Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1C., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-O10a	x	

## 4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T300	Transit Rail Initiatives	This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-010a	x	

## Appendix A-A2: Non-Federally Funded/Regionally Significant Projects

Appendix A provides a list of projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process.

Appendix A.2 is comprised of Non-Federally Funded/ Regionally Significant Projects that were included in the regional emissions analysis. Generally, the sponsors for these types of projects are the authorities—i.e., the South Jersey Transportation Authority (SJTA), the New Jersey Turnpike Authority (NJTA), and the Delaware River and Bay Authority (DRBA).

For each project, certain information is provided. The following table identifies the fields:

Field	Definition
Route	Roadway on which project is located
Project Name	Name of Project
Description	More detailed description of project.
Sponsor	Implementing agency (i.e., NJDOT, NJ Transit, etc.)
County	County where project located
Exempt?	Whether a project is exempt (“Y”), or not, (“N”), as determined by the SJTPO in consultation with the Interagency Group.
Excat	Exemption Category provided if project is “exempt”
FY 2016 Scenario Year/Notes	Scenario year from prior regional emission analysis
Status in FY 2018	Status of project for <u>this</u> conformity analysis

**NJ Turnpike Authority**

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	FY 2016 Scenario Year/Notes	Status in FY 2018
GSP	Parkway Mullica River Bridge	This project provides for the design and construction of improvements at the Parkway crossing of the Mullica River in Port Republic and Bass River Township, milepost 49.0. The primary work includes the construction of a new parallel bridge to provide for the proposed GSP widening from Interchange 30 to 80 improvements and the rehabilitation of the existing bridge which includes redecking, structural repairs and seismic retrofit. When complete the combined crossings will provide 3 lanes in each direction and full shoulders. The new structure was completed in 2011, currently all GSP traffic is traveling on it in a four lane pattern. Estimated construction cost: \$72,000,000.	NJTA	Atlantic	N		2014 (Omitted: Covered by 48-63 widening)	
GSP	Parkway Interchange 41 Improvements	This project will provide four new ramps connecting the GSP directly to Jimmie Leeds Road allowing full access to the Garden State Parkway eliminating the access to Jimmie Leeds Road from the Garden State Parkway Atlantic Service Area. Additionally, the improvement includes adding a third lane and shoulders in both directions of the Garden State Parkway as part of the Widening from Interchange 30 to 80. The new Interchange ramps were opened to traffic on March 13, 2015. Work is still progressing at this location and is expected to be complete summer of 2015. As of March 2015, this project is substantially complete.	NJTA	Atlantic	N		2015	Completed. Final inspection was Dec 2015

## NJ Turnpike Authority (cont.)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	FY 2016 Scenario Year/Notes	Status in FY 2018
GSP	Parkway Interchange 44 Improvements	Presently Interchange 44 provides access to the Garden State Parkway to and from the north. This project will complete the interchange to provide two additional ramps to allow access to and from the south. The existing Pomona Road bridge over the GSP will be lengthened in order to accommodate an additional lane and full shoulders in both directions of the GSP as part of the Widening of the GSP from Interchange 30 to 80. This project is in construction. Estimated construction cost (includes Interchange 41 improvements): \$50,000,000.	NJTA	Atlantic	N		2015	Completed. Final inspection was Dec 2015
GSP	Parkway Widening and Interchange Improvements Milepost 35 to 38	This project will improve operations at Interchange 36, 37 and 38 by providing full decel and accel lanes at Interchange 36 with Tilton Road and eliminate the southbound weave between traffic entering the GSP from the Atlantic City Expressway eastbound ramp and the traffic exiting the GSP at Interchange 37 with Washington Avenue. The improvement includes widening the Atlantic City Expressway entrance ramp to two lanes and adding one lane in each direction and full shoulders on the GSP to accommodate the widening from Interchange 30 to 80 improvement. Construction started in December 2014. Expected completion 2018.	NJTA	Atlantic	N		2020	Anticipated completion 2018
GSP	Garden State Parkway Interchange 48 to 63 Widening	One additional lane in each direction between Interchange 48 and 63. The third lane was opened between Interchange 63 and 52 in May 2013. The striping to open the third lane between Interchange 48 and 52 will be completed once the Bass River Bridge is completed in May 2015.	NJTA	Atlantic	N		2015	Completed. Opened to traffic May 2015
GSP	Garden State Parkway Interchange 38 to 41 widening	One additional lane in each direction between Interchange 38 to 41. Construction started in August 2014. Construction started in August 2014. Expected completion 2018.	NJTA	Atlantic	N		2020	Anticipated to be complete 2018

**NJ Turnpike Authority (cont.)**

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	FY 2016 Scenario Year/Notes	Status in FY 2018
GSP	Garden State Parkway Interchange 41 to 48 widening	One additional lane in each direction between Interchange 38 and 48. Construction started in August 2014. Construction started in August 2014. Expected completion 2017.	NJTA	Atlantic	N		2020	Completed. August 2016
GSP	Garden State Parkway Interchange Improvements in Cape May	This project provides for the grade-separation of three (3) existing at-grade signalized intersections on the Garden State Parkway with Shell Bay Avenue, Stone Harbor Boulevard, and Crest Haven Road. The project is currently under construction. Estimated construction cost: \$100,000,000. Expected completion: 2015	NJTA	Cape May	N		2015	Completed. July 2015
GSP	Replacement of the Garden State Parkway Southbound Bridges of Great Egg Harbor and Drag Channel	This project will provide for the replacement of the southbound bridges, including the construction of a multi-use pathway on the bridges, and the demolition of the Beesley's Point Bridge. The project is currently under construction. Estimated construction cost: \$225,000,000. Expected completion 2018.	NJTA	Cape May	Y	S19	2020	The southbound Great Egg Harbor structure was opened to traffic Sept 2016. The other work including Drag Channel Bridge replacement and demolition is on-going. Included Great Egg Harbor Bridge Improvements, provided by LN.
GSP	Garden State Parkway Interchange 0 Improvements	This project, in Lower Township, Cape May County, will provide for the reconstruction of the signalized intersection of the Garden State Parkway with State Route 109 and the intersection of State Route 109 and Shore Drive (C.R. 621). Construction is anticipated to start July 2015. Expected completion 2016.	NJTA	Cape May			2020	Completed.



**South Jersey Transportation Authority (SJTA)**

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Scenario Year/Notes
ACE	ACE/ACY Direct Connector	Design and construction of direct connect roadway from the AC Expressway to ACY Airport.	SJTA	Atlantic	N			2030
ACE	ACE Third Lane Widening Westbound	ACE Widening East and West Bound 31-44	SJTA	Atlantic	N			2030
ACE	Electronic Toll Collection Upgrades	Upgrade of toll collections and violation enforcement using innovative technology through electronic tolling. All toll plazas would be affected by Electronic Toll Collection Upgrades. The project consists of eliminating toll booths and implementing cashless system or All Electronic Tolling.	SJTA	Atlantic	N			2030

**Delaware River and Bay Authority (DRBA)**

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Scenario Year/Notes
Sandman Blvd	Rehabilitation of Approach Roads (Phase II)-Cape May-Lewes Ferry	Phase I of the Cape May Approach Roads is complete and the remaining portion between Bayshore Road and the existing toll plaza needs rehabilitation. Improvements include drainage, signage, re-construction of the existing pavement, and upgrading safety features to meet present standards. Improvements will also be made on Beach Drive such as widening, adding shoulders, and adding sidewalk. Design is nearly complete with construction anticipated in early 2018 with completion planned for late 2019. The estimated cost for this work is \$7 million.	DRBA	Cape May	N			2020
Delaware Memorial Bridge	Pave and rehabilitate I-295 from foot of twin spans in New Jersey to NJ 130 bridge	Milling and hot-mix overlay of northbound and southbound I-295 due to failing pavement. Work will include pavement markings. Construction is anticipated spring 2018. The expected cost for this work is \$700,000.	DRBA	Salem	N			2020

**Casino Redevelopment Authority (CRDA)**

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Scenario Year/Notes
Dr Martin Luther King Jr Blvd	Dr Martin Luther King Jr Blvd Widening	Widening of Dr Martin Luther King Jr Blvd in Atlantic City.	CRDA	Atlantic	N			2015
Connecticut Ave	South Inlet Transportation Improvement Project	Creation of an entrance boulevard from Absecon Blvd (Rt 30) to the South Inlet section of Atlantic City. Road widenings and other improvements made to Connecticut Ave and Massachusetts Ave, with new turning lanes on Absecon Blvd and Atlantic Ave.	CRDA	Atlantic	N			2015
Pacific Ave.	Asphalt Overlay		CRDA	Atlantic			2016	Not modeled.

**Local Project**

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Scenario Year/Notes
New road (extension of municipal street).	Improvements associated with new Wal-Mart	These are improvements associated with new WalMart Super Center expected to open in November 2017. A new road will connect Old Egg Harbor Road and Route 40/322 with signal improvements at each intersection. New turning lanes will also be added to Fire Road onto Route 40/322.	EHT	Atlantic			2017	Extension of municipal street and will remain under municipal jurisdiction. Presumed speed limit will be 25 mph.

## Appendix A-B: Definition of Regional Significance\*

*Pertaining only to those projects classified as non-exempt:*

Projects on facilities having a functional classification of minor arterial or lower shall not be considered to be regionally significant projects unless sufficient evidence demonstrates the need for an exception. All non-exempt projects on principal arterial or higher functional class facilities and all fixed guideway transit facilities that offer an alternative to regional highway travel will be considered regionally significant.

The MPO shall provide initial determinations regarding exemption and significance status for each project to the interagency group for review and comment. Following consultation, the MPO shall make a final determination for the project pool.

For clarification: those non-exempt projects that are not classified as regionally significant are included in the regional emissions modeling exercises, where possible. The difference between regionally significant and insignificant projects is only manifest for “non-Federal” projects in the event of a freeze or a lapse. Non-Federal projects are those not requiring Federal funding or approval but that are implemented by an agency that is a regular recipient of Federal transportation funds.

\*As reconfirmed by the Interagency Group at their February 28, 2017 meeting.

## Appendix A-C: Air Quality Exemption Codes

Appendix C includes tables from the Transportation Conformity Regulations 40 CFR § 93.126 *Exempt Projects*, and §93.127 *Projects exempt from regional emissions analyses*, respectively, from which the Exempt Categories are derived.

**As the first step of the conformity analysis, projects will be classified according to their Exemption Status.**

According to the guidelines suggested in the “Final Guidance”, projects are classified according to their Exemption Status. Highway and transit projects classified as “Exempt” are excluded from further emissions analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

### 1. Identification of Exempt Projects

Highway and Transit projects classified as “*Exempt*” are excluded from further regional emission analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 1.

**Table 1. Exempt Projects Types [Transportation Conformity Rule, 40 CFR Parts 51 and 93, §93.126,]**

Category	Category Source
<b>SAFETY</b>	
S1	Railroad/highway crossing
S2	Hazard elimination program
S3	Safer non-Federal-aid system roads
S4	Shoulder improvements
S5	Increasing sight distance
S6	Safety improvement program
S7	Traffic control devices and operating assistance other than signalization projects
S8	Railroad/highway crossing warning devices
S9	Guardrails, median barriers, crash cushions
S10	Pavement resurfacing and/or rehabilitation
S11	Pavement marking demonstration
S12	Emergency relief (23 U.S.C. 125)
S13	Fencing
S14	Skid treatments
S15	Safety roadside rest areas
S16	Adding medians
S17	Truck climbing lanes outside the urbanized area
S18	Lighting improvements
S19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
S20	Emergency truck pullovers
<b>MASS TRANSIT</b>	
MT1	Operating assistance to transit agencies
MT2	Purchase of support vehicles
MT3	Rehabilitation of transit vehicles <sup>1</sup>
MT4	Purchase of office, shop, and operating equipment for existing facilities
MT5	Purchase of operating equipment for vehicles (e.g., radios, fare-boxes, lifts, etc.)
MT6	Construction or renovation of power, signal, and communications systems
MT7	Construction of small passenger shelters and information kiosks
MT8	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
MT9	Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way
MT10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet <sup>1</sup>
MT11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

**AIR QUALITY**

- AQ1 Continuation of ride-sharing and van-pooling promotion activities at current levels  
 AQ2 Bicycle and pedestrian facilities

**OTHER**

- O1 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action  
 O2 Noise attenuation  
 O3 Advance land acquisitions (23 CFR 712 or 23 CFR 771)  
 O4 Acquisition of scenic easements  
 O5 Plantings, landscaping, etc.  
 O6 Sign removal  
 O7 Directional and informational signs  
 O8 Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)  
 O9 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes

Specific activities which do not involve or lead directly to construction, such as:

- O10a Planning and technical studies  
 O10b Grants for training and research programs  
 O10c Planning activities conducted pursuant to titles 23 and 49 U.S.C  
 O10d Federal-aid systems revisions

<sup>1</sup>In PM<sub>10</sub> nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

For convenience in database development, each exempt category has been given a category code consisting of a letter to indicate its grouping (e.g. "S" for Safety, "MT" for Mass Transit) and a number indicating its relative position on the list. Thus, S1 applies to the first Safety category or "Railway/highway crossing". The project coding database that accompanies each emissions analysis thus indicates not only whether or not the project has been deemed exempt but the specific reasoning as well. This facilitates both public comment and interagency consultation.

In certain cases, a hot-spot analysis is required prior to making a project level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. These project types are listed in Table 2.

**Table 2. Projects exempt from regional emission analysis**

Category	Category Source
NR1	Intersection channelization projects
NR2	Intersection signalization projects at individual intersections
NR3	Interchange reconfiguration projects
NR4	Changes in vertical and horizontal alignment
NR5	Truck size and weight inspection stations
NR6	Bus terminals and transfer points

## Appendix B. Summary of Significant Public Comments and Responses

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**Public Comment Period:** Monday, August 14, 2017 – Friday, September 15, 2017

**Public Meeting:** Tuesday, August 29, 2017

1. **COMMENT:** There is a discrepancy with STP-SJTPO funds as shown in Table 2 (NJDOT Resources) and Table 9 (SJTPO Distribution of Funds – NJDOT & NJ Transit). In FY 2018, Table 2 shows \$11.2M while Table 9 shows \$11.8M for the FHWA: STP-SJTPO funding category. The numbers are different through FY 2027 in both tables. Further inspection of the financial tables reveals there are other similar discrepancies for NJTPA and DVRPC.

**RESPONSE: NJDOT:** *The NJDOT provides additional Obligation Authority to SJTPO for Local Aid Consultant Services and Local Aid Concept Development. Thus, Expenditures in Table 9 would be greater than Resources in Table 2. Furthermore, the STP-SJTPO fund type (now referenced as STBGP-SJ) was not in balance for its planned local projects. Adjustments were made to the Future Projects line item to bring Expenditures for the local projects into balance with STBGP-SJ Resources.*

2. **COMMENT:** Is there any improvement planned at Route 47, Route 9 and the intersection of Route 9 and Route 47 within Middle Township? Over the period from Monday, July 17, 2017 through Sunday, July 23<sup>rd</sup> there was a total of 20 motor vehicle crashes along Route 47 within Cape May Court House, Rio Grande, and the surrounding area. This high frequency of crashes is a problem that should be addressed.

**RESPONSE: NJDOT:** *There are no current planned projects that address safety concerns at the intersection of Route 47 and Route 9. There is a Problem Statement currently under review that identifies a need for pedestrian accommodations on Route 47, from the Garden State Parkway to County Route 162 (mileposts 3.0-4.5). A safety score will be calculated for this location. If warranted, the Problem Screening recommendation will include further investigation of the intersection during Concept Development.*

3. **COMMENT:** Programs with funding across multiple years appear to be missing funding values for certain years.

**RESPONSE: SJTPO:** *An initial DRAFT TIP was released on August 8, 2017 with a revised DRAFT document made available for public comment on September 1, 2017. It had come to our attention that Programs with funding in each year of the TIP had funding not displayed for certain years due to a technical issue in the underlying database queries. This issue has been resolved, and the revised TIP displays all funding years for all projects. Within Section 2 of the TIP (Regional Highway Projects/Programs) over the 10-year period, a total of \$842.8 million is programmed for the SJTPO.*



4. **COMMENT:** What is meant by the TIP being 'fiscally constrained'?

**RESPONSE: SJTPO:** *Fiscally constrained means that projects requiring partial federal funding cannot be placed in the TIP unless the entire project is shown to be completely funded. For example, a \$100 million bridge project cannot be added to the TIP if only \$10 million in federal funding is available for the project. Many years ago, the TIP did not require fiscal constraint, and as such many projects were simply 'wish list' projects with no proper funding sources identified. Modern TIPs require full funding to be identified for each project.*

5. **COMMENT:** When a project is funded, but then is cancelled, what happens to that money?

**RESPONSE: SJTPO:** *What happens to the money depends on what phase the project was in. If the project was designed with federal funding, and if within a 10-year period NJDOT chooses not to construct the project, then the federal funding spent on design must be paid back. At the end of the federal fiscal year (October 1<sup>st</sup> to September 30<sup>th</sup>), federal money not spent by the state is returned to the federal pot, and other states may apply for that funding.*

6. **COMMENT:** Are STP-SJ funds specifically for the four STJPO counties, or for the whole state?

**RESPONSE: SJTPO:** *Federal Surface Transportation Program (STP) funds are allocated to each of the three MPOs, STP-SJ funds (now referenced as STBSP-SJ) is the sub allocation to SJTPO and are utilized to fund local roadway transportation projects in the four-county SJTPO region, including Atlantic City and the City of Vineland. These federal funds are generally used for resurfacing projects, minor intersection improvements, or other projects that do not impact right-of-way. These federal transportation funds must be implemented within one year of being programmed into the TIP.*

7. **COMMENT:** In the table titled 'TIP Funding in FY 2018 (millions)' presented at the public meeting, why are three of the funding sources highlighted?

**RESPONSE: SJTPO:** *The three highlighted funding sources (CMAQ, Safety, and STP-SJTPO) are the funding sources over which the SJTPO has the most discretion. The other funding sources listed in this table are used in the SJTPO region, but are primarily controlled by NJDOT.*

8. **COMMENT:** Has there been studies done to determine how effective rumble strips are in terms of reducing crashes?

**RESPONSE: SJTPO:** *The SJTPO has funded the installation of centerline rumble strips in both Cumberland and Salem Counties using federal Highway Safety Improvement Program (HSIP). Use of the federal funding source requires a data-driven approach with the goal of reducing fatal and serious injury crashes. Rumble strips are one of the Federal Highway Administration's Proven Safety Countermeasures. Based on research conducted by the National Cooperative Highway Research Program (NCHRP), rumble strips have the following documented crash modification factors:*

- *Center line rumble strips on rural two-lane roads: 44% reduction of head on/fatal and injury crashes*

- Center line rumble strips on urban two-lane roads: 64% reduction of head-on/fatal and injury crashes
- Shoulder rumble strips on rural two-lane roads: 36% reduction of run-off-road fatal and injury crashes

*More information on the efficacy of rumble strips, including a list of research studies, may be found on the FHWA's website*

*[https://safety.fhwa.dot.gov/provencountermeasures/fhwa\\_sa\\_12\\_008.cfm](https://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_008.cfm).*

9. **COMMENT:** How are the federal funds allocated to the counties for roadway transportation projects? Is the projects' impact to a community considered along with the scope and cost of the project itself?

**RESPONSE: SJTPO:** *The primary role of SJTPO is to provide access to federal funds across the four-county region in a fair and equitable manner. When a County (or City sub region) submits a project to be considered for federal funds to the SJTPO, they would have already received public input and considered any impacts to the surrounding community. It is the County's role to develop an appropriate cost estimate for the project and establish the scope of the selected project. Most projects funded using STP-SJ dollars are construction projects for which the County utilizes their own funds to design and prepare for construction authorization.*

10. **COMMENT:** When referencing that most funding is used for construction, does this refer to reconstruction of a road or the construction of new roadways?

**RESPONSE: SJTPO:** *Most of SJTPO's Surface Transportation Program funds are spent on the resurfacing or reconstruction of existing roadways and not construction of new roadways. Having shovel ready projects has afforded SJTPO the opportunity to fund projects beyond the initial allocation of federal funds, bringing more money into the SJTPO region than was otherwise programmed.*

11. **COMMENT:** Does SJTPO's TIP Project Selection Process Ranking System list the criteria in order of priority?

**RESPONSE: SJTPO:** *SJTPO's Project Selection Process was developed by a special subcommittee of SJTPO's Technical Advisory Committee (TAC) and includes seven categories by which a project is ranked, including:*

1. *Support the regional economy (15 points)*
2. *Improve safety (20 points)*
3. *Reduce congestion and promote mobility (15 points)*
4. *Protect and improve the environment (10 points)*
5. *Preserve and maintain the existing transportation system (20 points)*
6. *Favor projects for more important facilities, services, and programs (15 points)*
7. *Favor cost-effective projects (5 points)*

*The maximum score for each category reflects its relative significance in the ranking process, which is listed alongside each of the seven categories.*



12. **COMMENT:** May comments on the TIP be submitted through the SJTPO website?

**RESPONSE: SJTPO:** *At this time, SJTPO does not have the ability to receive comments directly on our website. Comments can be received in one of several ways; through email at [info@sjtpo.org](mailto:info@sjtpo.org); mailed to the SJTPO office at 782 South Brewster Road, Unit B6, Vineland New Jersey 08361, or sent to SJTPO via fax at (856) 794-2549. Comments were also received at the TIP Public Meeting held on Tuesday, August 29, 2017 at Vineland City Hall.*

13. **COMMENT:** Are the county planning offices (where drafts of the TIP document were sent) open to the public?

**RESPONSE: SJTPO:** *The County Planning offices are open to the public during normal business hours; generally, 8:30AM to 4:30PM.*

14. **COMMENT:** In year's past solicitation for municipal aid funding was received once per year. However, this year the solicitation was done twice, noting that additional funds were available.

**RESPONSE: NJDOT:** *The Local Aid office, at the direction of the Commissioner, advanced the FY 2018 solicitation for municipal aid funding to an earlier time in the fiscal year. This, therefore, is the primary reason two solicitations were done in the same calendar year (2017); one for the FY 2017 solicitation and the second for the FY 2018 solicitation.*

15. **COMMENT:** The amount of time it takes to complete a project is of concern. For example, some bridge projects take two years to complete, which causes extensive detours and lengthy disruptions to traffic. Is there the ability to commission a study to investigate the causes of the excessive time to complete a project?

**RESPONSE: NJDOT:** *The amount of time it takes to "complete a project" varies greatly depending upon project size, scope, and complexity. Currently, there are two methods to deliver Capital Projects; Standard project delivery and Limited Scope project delivery. The standard method is for larger projects with greater complexity. As the name implies, the Limited Scope project delivery method is for projects with a limited scope, such as pavement resurfacing and bridge deck replacement.*

*Once the project is in construction, an additional set of factors comes into play, such as; project location, construction staging, time of the year that the project was let, etc. These construction factors are universal to all DOT/Highway Departments.*

16. **COMMENT:** The use of "smart signals" or signals that are responsive to the presence of a vehicle should be more widely utilized in the area. This would eliminate sitting at a traffic signal, waiting for the signal to change, when there is no traffic on the conflicting approaches, ultimately reducing the impacts on air quality. Is there the ability to identify traffic signals in the four-county SJTPO region that could be upgraded to "smart signals"; identifying the advantages of technology?

**RESPONSE: SJTPO:** *SJTPO recently completed a consultant-led study to create an inventory of county-owned traffic signals in Atlantic, Cape May, and Salem Counties (Cumberland County*

*already had an inventory of signal equipment). This inventory can be used to identify which signalized intersections should be prioritized for future signal improvements. SJTPO has also funded several traffic signal improvement projects in recent years through the CMAQ (Congestion Mitigation and Air Quality Improvement) program. These projects are intended to make the signals more demand-responsive by adding vehicle detection cameras, and to improve traffic flow by making nearby signals operate in coordination with one another. SJTPO hopes to continue to fund signal improvement projects in the future as funding permits.*

- 17. COMMENT:** Complete Streets programs are used to ensure that roadways are not just designed for vehicles, but rather for all roadway users including pedestrians, cyclists, and transit buses. I encourage the SJTPO to establish a resolution in support of Complete Streets policies, and to recommend that municipalities adopt Complete Streets policies of their own.

**RESPONSE: SJTPO:** *SJTPO does not own any roadway facilities and thus a Complete Streets Policy would not have the same benefit that it might at the state, county, or municipal levels. SJTPO is supportive of advancing Complete Streets and is working to help local jurisdictions include and address the needs of all users in transportation projects. SJTPO is currently piloting the Cumberland County Bicycle and Pedestrian Safety Action Plan, which will analyze all bicycle and pedestrian crashes in Cumberland County, identify problem locations, and select countermeasures to advance for federal safety funding (HSIP), while collecting public feedback throughout. The intent is to take that model and apply it to each of the other counties in the region, pending NJDOT and FHWA approval. Additionally, as part of upcoming efforts, SJTPO intends to identify priority corridors for bicyclists and pedestrians, based on factors including but not limited to the need for nearby residents to use those modes. This will assist SJTPO to help local jurisdictions prioritize and incorporate bicycle and pedestrian improvements and accommodations at potential project locations.*

- 18. COMMENT:** In the City of Vineland, street lights are being upgraded to LED lighting. Sometimes, all the street lights are on one side of the road, leaving the other side of the roadway dimly lit. Consideration for installing street lights on alternating sides of the road, so that both sides of the roadway are illuminated.

**RESPONSE: City of Vineland:** *Street lighting is handled by the City of Vineland Electric Utility. The Utility believes that the LED lighting adequately illuminates both sides of a street. If specific locations are of concern, the Electric Utility will inspect the locations to determine if there is a problem.*

- 19. COMMENT:** There have been 19 pedestrian fatalities in Cumberland County since 2004. Specifically, on NJ State Highway Route 47, from 2010 to 2017, there were nine (9) pedestrian/bicycle fatalities on a four-mile segment from the Vineland City limits (in the south) near Route 55 to Landis Avenue, NJ Route 56 (to the north). Has the City of Vineland asked either SJPTO or NJDOT to conduct a pedestrian study?

**RESPONSE: SJTPO:** *Within the current Unified Planning Work Program (UPWP), SJTPO is seeking consultant services for a Cumberland County Bicycle and Pedestrian Safety Action Plan. This study is to be funded with Highway Safety Improvement Program (HSIP) funding.*

*The study will be modeled off a City of Newark study and it will analyze all bicycle and pedestrian crashes in the County, identify problem locations, and select countermeasures to advance for federal safety funding (HSIP), while collecting public feedback throughout. The SJTPO study will focus on projects along county and municipal roadways, but we will analyze data along all roadways and bring areas of concern on state highways to NJDOT's attention.*

- 20. COMMENT:** Bus shelters not only protect individuals from the elements when waiting for buses, they also alert drivers that there may be pedestrians in the area. Delsea Drive has very few bus shelters. The City of Vineland should consider the installation of bus shelters along the NJ Transit routes.

**RESPONSE: NJ Transit:** *NJ Transit maintains a bus shelters program whereby municipalities like the City of Vineland can work with NJ Transit to identify potential locations for installation of bus shelters. NJ Transit will work closely with municipalities, and will arrange for, and bear the cost of, installing bus shelters at bus stops established by municipal resolution provided that a local sponsor, public or private, will agree to accept responsibility for maintenance and liability.*

**RESPONSE: City of Vineland:** *Bus shelters are installed by NJ Transit, but maintenance responsibility falls upon the City. Shelters have been installed in the past, but they have been routinely destroyed by vandals. The City is therefore reluctant to request additional bus shelters.*

- 21. COMMENT:** As part of the TIP and long-range planning, the MPO should look holistically to address bicycle and pedestrians; those residents who do not have access to a vehicle. In doing a study, the causation of the crash should be investigated; in some instances, pedestrians are being killed when crossing the street while trying to utilize public transit. The installation of the signage for the bus stop is a contributing factor.

**RESPONSE: SJTPO:** *SJTPO is now piloting the Cumberland County Bicycle and Pedestrian Safety Action Plan, which will analyze all bicycle and pedestrian crashes in the County, identify problem locations, and select countermeasures to advance for federal safety funding (HSIP), while collecting public feedback throughout. The intent is to take that model and apply it to each of the other counties in the region, pending NJDOT and FHWA approval. Additionally, as part of upcoming efforts, SJTPO intends to identify priority corridors for bicyclists, pedestrians, and transit, based on factors including but not limited to the need for nearby residents to use those modes. This will assist SJTPO to help local jurisdictions prioritize and incorporate bicycle and pedestrian improvements and accommodations at potential project locations.*

- 22. COMMENT:** The section of Landis Avenue, between Route 47 and Route 55 lacks appropriate accommodations (such as shoulders, bike lanes, or other traffic calming measures) for bicyclists.

**RESPONSE: SJTPO:** *The extent of Landis Avenue from Orchard Road to Route 55 is programmed for roadway improvements in federal fiscal year 2018 and 2019.*

**RESPONSE: City of Vineland:** *The lack of accommodation is due to the existing road width and the need for vehicular traffic lanes along the corridor. Upcoming projects will include*

*shoulders, but no designated bike lanes. The shoulders will vary in width, but likely will be below the five-foot width recommended for bike lanes. (Note: The City doesn't prohibit bicycles from utilizing sidewalk in this area.)*

- 23. COMMENT:** Presently, there are no sidewalks near the hotels along Landis Avenue. Improvements along the Landis Avenue corridor should consider the installation of sidewalks.

**RESPONSE: City of Vineland:** *The installation of sidewalks to the hotels near Route 55 is intended as part of the resurfacing project in this area, programmed for federal fiscal year 2019.*

- 24. COMMENT:** A new school has been built at the edge of town in Oldmans Township, with the old school in the downtown area no longer being utilized. The speed limit near the old school is posted at 25 MPH limit, whereas the posted speed limit at the new school is higher. The appropriateness of the speed limits near both schools should be investigated.

**RESPONSE: Salem County:** *Salem County is in the process of investigating the speed limits near the schools in Pedricktown, Oldmans Township.*

- 25. COMMENT:** There seems to be a collaborative effort to create the TIP document, however, the same level of coordination does not seem to exist as it relates to the management of the transportation system in New Jersey compared to other states. For instance, there appears to be a lack of response to the public reporting of pot holes within various roadway jurisdictions. The State lacks a system to allow the various transportation agencies to manage public feedback and ensure the comments are filtered to the appropriate agency.

**RESPONSE: NJDOT:** *The Department maintains a "Pothole/Highway Maintenance Reporting" system on its website [www.state.nj.us/transportation/commuter/potholeform.shtm](http://www.state.nj.us/transportation/commuter/potholeform.shtm). The system can be utilized by both the public and transportation professionals to report a pothole, tall grass, other maintenance problems on a **state highway**. This reporting system ensures that comments are filtered to the appropriate agency. The Department is interested in improving this system and welcomes specific recommendations for consideration.*

- 26. COMMENT:** A bus stop sign is located internal to the Laurel Plaza shopping center at Laurel Plaza Drive and NJ Route 77. However, the NJ Transit 553 bus does not circulate through the shopping center, but instead traverses along NJ Route 77.

**RESPONSE: NJ Transit:** *NJ Transit bus service does operate on NJ Route 77, but does not enter the shopping center. The bus stop located within the shopping center is served by a county-operated local shuttle bus service.*

- 27. COMMENT:** While Cape May County has 16.2% of the population of the four covered counties and 49.8% of the counties' tax ratable bases, spending for Cape May County is projected to be only 7.5% of the four-county total in FY 2018 and FY 2027. Considering the poor and obsolete condition of the county's road and bridges, appropriate and equitable funding should be a major concern for SJTPO.

**RESPONSE: SJTPO:** *The TIP includes various funding sources available, both from the State of New Jersey and the federal government. There are three federal funding sources over which SJTPO has the most discretion; that being CMAQ, Safety, and STP-SJTPO. Both the CMAQ and Safety funds are awarded through a competitive program administered by the metropolitan planning organizations. Subregions apply to SJTPO through an annual or bi-annual solicitation, with projects selected that best meet the needs of the funding source. With respect to SJTPO's STP-SJ dollars (now referenced as STBGP-SJ) these federal funds are generally used for resurfacing projects, minor intersection improvements, or other projects that do not impact right-of-way. The Counties have access to other funding available through the State of New Jersey; including Local County Aid and Local Bridge, Future Needs.*

- 28. COMMENT:** Summer traffic, to and from the barrier islands, is extremely congestive. This is bad for the economy because it is harmful to the tourism industry and bad for the environment because it causes pollution. Where Route 55 ends, traffic must use either Route 47 or Route 347. Each of these are two lane roads and are very dangerous. Fatalities on these routes are common. Talks concerning the Route 55 expansion have been ongoing since the 1990s, but have been limited to that-just talk. We noted that Section 2 of the TIP (Regional Highway Projects/Programs) does not include a penny for Route 55.

**RESPONSE: SJTPO:** *SJTPO completed a consultant-led technical study which resulted in the development of a Purpose and Needs Statement for the Route 55/47/347 corridor. The statement was intended to serve as the first step in the project development process to address existing transportation issues. The Purpose and Need Statement sets the stage for the development and analysis of alternatives during Concept Development and is fundamental to selection of a Preliminary Preferred Alternative. SJTPO led the consultant effort, which was forwarded to NJDOT as they are the primary roadway owner. SJTPO will continue to work with NJDOT to advance improvements that will help alleviate congestion and improve safety along the corridors.*

- 29. COMMENT:** The five bridges connecting the county's barrier islands are structurally deficient and functionally obsolete. Please note that Section 2 of the TIP (Regional Highway Projects/Programs) of the TIP does not include a penny for the Ocean Drive Bridges.

**RESPONSE: SJTPO:** *SJTPO recently amended their FY 2018 Unified Planning Work Program (UPWP) to include \$1.4 million for a consultant-led technical study effort for Ocean Drive (CR 621) Upgrades and Bridge Improvements Local Concept Development Study. A consultant is under contract to complete the study with an anticipated completion date of June 2018.*

*The Ocean Drive Upgrade and Bridge Replacements effort was the subject of an earlier comprehensive scoping endeavor, initiated by SJTPO on behalf of Cape May County. The effort resulted in development of a Preliminary Preferred Alternative (PPA) for the Middle Thorofare Bridge, which is no longer viable as the U.S. Fish and Wildlife Service now owns most of the land where the preferred alignment was proposed. A new study must be undertaken. This task will provide a Local Concept Development (LCD) study, which identifies and compares reasonable alternatives and strategies that address the requirements of the initial stages of the project delivery process, and selects a new PPA. The LCD Phase elements include, but are*

*not limited to coordination, community outreach, data collection, development of a reasonable number of prudent and feasible concept alternatives, and investigation of all aspects of a project including Environmental, Right-of-Way (ROW), Access, Utilities, Design, Community Involvement, Constructability, etc. at a "Planning level of effort".*

**RESPONSE: Cape May County:** *Each county receives an apportionment from the annual Local Bridge, Future Needs program from New Jersey's Transportation Trust Fund (TTF). In State fiscal year 2018, the State is expected to distribute a total of \$44 million to counties to address structurally deficient and functional obsolete bridges. Cape May County uses their apportionment from this program to address needs of the structurally deficient and functional obsolete bridges in the County, including the Ocean Drive Bridges.*

- 30. COMMENT:** The program description for DBNUM X065, Local CMAQ Initiatives references DVRPC projects to be funded. The description should be updated to reflect the SJTPO projects.

**RESPONSE: SJTPO:** *The SJTPO TIP displays only the sub allocation of funds for the SJTPO region. However, the Statewide program is used to fund local projects that will be used to enhance air quality in all three metropolitan planning organizations (MPO). The description has been modified to reference generic project types and not any specific to one MPO.*



## Appendix C: Performance Based Planning and Programming (PBPP)

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The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require State DOTs and MPOs to establish and use a performance-based approach to transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The FAST Act also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

The goal of Performance-Based Planning and Programming (PBPP) is to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Safety
- Infrastructure preservation
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

The Federal Highway Administration (FHWA) has issued three TPM-related rules to date: The first is the Safety Performance Measures, often referred to as PM1. The second set of rules are those pertaining to the pavement and bridge conditions; often referred to as the PM2 rules. The third set is the System Performance Measures, including Freight and CMAQ Measures. These are often referred to as PM3 rules. There are also the Transit Performance Rules, issued by the FTA.

## Appendix C-C1: Safety Performance Management Measures Rule (PM 1)

Safety is the first national goal identified in the FAST Act and has the earliest deadline for addressing progress towards meeting targets in the TIP. For more information about the development and implementation of FHWA's Transportation Performance Measurement (TPM) policy and rulemaking, see [www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm).

In March 2016, the FHWA Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. These are often referred to as the PM 1 rules. The rule requires State DOTs and MPOs to set annual targets for five safety-related performance measures with the understanding that reaching zero fatalities on all public roads will require time and significant effort. A target is defined in 23 CFR 490.101 as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a set time period required by FHWA. The federal safety performance measures are consecutive five-year rolling averages for:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of Serious Injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries (combined)

State DOTs report baseline values, targets, and progress toward meeting the targets to FHWA in an annual safety report. MPOs may either establish quantitative targets for their metropolitan planning area or agree to adopt the statewide targets. FHWA requires DOTs and MPOs to establish safety targets on an annual basis, beginning with targets for calendar year (CY) 2018. Extensive collaboration took place between the New Jersey Department of Transportation (NJDOT), the New Jersey Division of Highway Traffic Safety (NJDOTS), the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and SJTPO leading up to establishing the CY 2018 statewide safety targets, which was subsequently adopted by the SJTPO Policy Board at its January 28, 2018 meeting. At the July 23, 2018 meeting, the SJTPO Policy Board adopted a resolution supporting NJDOT's statewide safety targets for CY 2019.

To strengthen communication and coordination efforts, various technical safety experts and planning staff from the MPOs and NJDOT meet regularly to discuss Highway Safety Improvement Program (HSIP) project advancement and Performance Measure Targets and Goals.



FHWA will determine whether a state has met or made significant progress toward its safety performance targets. A state is considered to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

## NJDOT Statewide Safety Targets and Goals

In 2015, NJDOT published its [Strategic Highway Safety Plan](http://www.state.nj.us/transportation/about/safety) (SHSP), which is available online at <http://www.state.nj.us/transportation/about/safety>. The SHSP was developed in collaboration with the NJDHTS and New Jersey's three MPOs to focus on activities that will be most effective in reducing fatalities and serious injuries. This document adopted a goal to support the national vision for highway safety – *Toward Zero Deaths: A National Strategy on Highway Safety*. The SHSP is data-driven, sets long-term goals, and is a coordinated statewide plan that identifies the most significant infrastructure and behavioral safety issues on New Jersey's public roads. It identifies 16 key safety emphasis areas, including: Lane Departure, Drowsy and Distracted Driving, Aggressive Driving, Intersections, Pedestrians and Bicyclists, and Mature Drivers in the top priority tier, as well as 10 others in the second and third tiers, and the supporting strategies that are likely to have the largest impact on improving safety on public roadways. The SHSP also guides the allocation of safety funding and resources to reduce highway fatalities and serious injuries on New Jersey's public roadways.

The SHSP sets a statewide goal to reduce serious injuries and fatalities by 2.5 percent annually. Various agencies, including FHWA, NJDOT, NJDHTS, and the MPOs, recognize that reaching zero fatalities will require time and significant effort by many different partner agencies. Therefore, annual targets must be data-driven, realistic, and achievable. Targets are important for agencies to make interim progress toward the long-term goal of Toward Zero Deaths in the SHSP. The goal of setting data-driven, realistic, and achievable performance targets each year will help agencies better utilize their safety resources in ways that can result in the greatest reduction in fatalities and serious injuries over time.

NJDOT and the MPOs in New Jersey adopted targets, which has involved a great deal of coordination and analysis among these agencies. Safety stakeholders in New Jersey aim to reduce the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries in New Jersey. The following table details New Jersey's statewide safety targets for CY 2019, which represents the second round of collaborative statewide target setting in New Jersey.

**Table 1: New Jersey's Statewide Safety Targets - CY 2019**

Performance Measure	5-Year Rolling Averages	
	Baseline CY 2013-2017 5-Year Rolling Average	Target CY 2015-2019 5-Year Rolling Average
Number of Fatalities	577.6	605.0
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	0.761	0.780
Number of Serious Injuries	1,092.5	1,101.4
Rate of Serious Injuries per 100 million VMT	1.439	1.422
Number of Non-Motorized Fatalities and Serious Injuries	379.1	393.9

Source: NJDOT

CY 2018 marked the first round of quantifying progress toward safety improvement through target-setting. These targets were established after careful consideration of previous trends, recently constructed projects, and the current socioeconomic environment. The targets are based on five-year rolling averages of fatalities and serious injuries and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is to achieve zero deaths on all public roads over time. This long-term safety vision requires time to change attitudes and behaviors and to construct infrastructure improvements that reduce the frequency and severity of crashes.

Using a 5-year rolling average and projected numbers in the target calculation, as required, can result in a higher target number than baseline number in the short term. Because of these uncertainties, NJDOT and other states took a data-driven approach to setting targets, based on historical trend, and SJTPO supported the state targets to align regional efforts with state goals.

NJDOT and the MPOs are committed to directing resources to infrastructure related safety strategies as they strive to drive down fatalities and serious injuries with an ultimate safety vision of zero deaths. While there are various federal funding sources other than HSIP funds that can support safety goals, HSIP-funded projects must adhere to performance-based goals focusing resources on areas of greatest need and potential for the highest rate of return on the investment of HSIP funds on all public roads.

Projects that apply for these HSIP funds, must undergo a Highway Safety Manual (HSM) analysis and include a benefit-cost analysis. These analyses are meant to demonstrate that the project will have a tangible safety benefit and that the benefit will exceed the cost of construction.

## Progression Towards Targets

The NJDOT develops an annual safety investment strategy for all HSIP funded activities and projects. The annual investment strategy demonstrates the linkage between the objectives of the SHSP and the projects being implemented to focus on the most effective safety improvements. SJTPO has made safety a central component of its work, as described in [\*Transportation Matters - A Plan for South Jersey\*](#), SJTPO's long-range Regional Transportation Plan, which sets the direction for all SJTPO activities. One of the goals in Transportation Matters is to "Improve transportation safety, which includes the following as strategies SJTPO identified to advance this goal:

- Evaluate all transportation projects that receive funding through the SJTPO process for their inclusion of safety countermeasures for all roadway users.
- Improve the safety of roadway user behavior through the continued dissemination and development of safety education programs.
- Ensure that safety investments are aligned with priorities established with the State's Strategic Highway Safety Plan, which was developed in collaboration with MPOs and other statewide partners.
- Continue and expand state and regional partnerships to identify and reduce barriers to safety project advancement.
- Work with regional partners to develop and prioritize projects that improve safety on the bicycle and pedestrian network.

Consistent with this goal and supporting strategies, projects that meet safety goals have been and will continue to be programmed into our biennial TIP. SJTPO's FY 2018-2027 TIP includes a \$2 million annual line item for HSIP funded safety projects and programs (DBNUM 04314 Local Safety/ High Risk Rural Roads Program). At the NJDOT statewide and SJTPO regional levels, projects and programs are selected for HSIP funding in New Jersey to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads to support achieving safety targets.

To be consistent with *Transportation Matters* and to adhere to the objective of the New Jersey Local Safety Program, to reduce fatal and serious injury crashes, SJTPO follows a five step, data-driven process to ensure the greatest potential safety benefit in the projects that are advanced for HSIP funding.

1. **Location Selection:** Project locations must generally be selected in one of two ways: using the "hot spot" approach, by selecting a location from one of several NJDOT-approved Network Screening lists, or using the systemic approach, which identifies the risk, demonstrated by data, that exists in roadways with particular geometric traits and applies

countermeasures at a series of locations based on the existence of those traits. SJTPO works to incorporate safety improvements based on both the hot spot and systemic approaches.

2. **Problem Identification:** A detailed analysis of a selected site's crash history is needed to understand the problem and ensure appropriate improvements are selected. Road Safety Audits are a valuable tool in problem identification.
3. **Countermeasure Selection:** Selecting an appropriate countermeasure to address the problems at a location is a key step in the process. For locations selected based on network screening, countermeasures must address the specific types of crashes at the location. For a systemic approach, countermeasures must address the specific risk, demonstrated by data, that exists given particular geometric roadway features, and are typically applied to a number of locations with similar geometric conditions. FHWA has studied and identified twenty proven safety countermeasures that should be considered in all local safety projects. SJTPO continues to work with its subregions to promote the use of these proven safety countermeasures throughout the region.
4. **Benefit-Cost Analysis:** The SJTPO uses the HSM to evaluate the effectiveness of each safety improvement. The HSM evaluation is intended to ensure the identified safety improvement can be expected to demonstrate a data-driven safety benefit and ultimately determine if the benefit of the project will exceed its cost.
5. **Technical Committee Review:** The final step is review by a Technical Review Committee (TRC), comprised of SJTPO and NJDOT staff including Local Aid, Bureau of Environmental Resources, and Bureau of Safety, Bicycle, and Pedestrian Programs. In addition to reviewing applications for quality, the TRC assesses whether projects are "shovel ready," and determines if there are any "fatal flaws" that require delaying the project.

More information about SJTPO's Local Safety Program can be found at [www.sjtpo.org/hsip](http://www.sjtpo.org/hsip). More information about New Jersey's statewide Local Safety Program can be found in the New Jersey [Highway Safety Improvement Program Manual](http://www.state.nj.us/transportation/about/safety), which is available at <http://www.state.nj.us/transportation/about/safety>.

In addition, NJDOT has developed and expanded its Systemic Pilot Program for Roundabouts to provide an opportunity to implement modern roundabouts on local roadways in each county with a streamlined review process, consistent with the systemic approach. This systemic approach to advancing roundabout projects is based on an understanding that roundabouts have a uniquely strong proven safety benefit that addresses the inherent risks associated with stop-controlled and signalized intersections.

SJTPO's FY 2018-2027 TIP includes a \$2.0 million annual line item dedicated to HSIP funded safety projects and programs via the Local Safety Program and High Risk Rural Roads Program; DBNUM 04314 Local Safety/ High Risk Rural Roads Program. HSIP funds are set aside every Federal Fiscal Year (FFY) in the SJTPO TIP and NJDOT STIP to advance projects that are evaluated and prioritized based on Benefit/Cost analysis, HSM analysis, fatal and injury crashes, application of systemic improvements, improvements on local roads, and deliverability. The NJDOT-approved Network Screening Lists, which identify the locations that may be eligible for HSIP-funded hot spot improvements, result from a data-driven analysis prepared for the SJTPO region. These lists prioritize fatal and serious injury crash concentrations in four categories: intersections, high risk rural roads, pedestrian corridors, and pedestrian intersections. Design and construction projects at these roadway locations are eligible for HSIP funding.

Projects currently identified for Local Safety Program funding totals over \$13 million over the first four years of the TIP. While this total represents more than four years of SJTPO's annual line item, SJTPO will work with NJDOT and roadway owners to identify an appropriate funding source.

SJTPO, county, municipal partners, in partnership with NJDOT staff work together to develop substantive safety projects at project locations. Potential projects are evaluated by using the HSM to ensure the identified safety improvement will have a positive benefit/cost ratio that meets NJDOT standards for advancement through the Local Safety Program. These projects are noted in Table 2.

**Table 2: Projects Utilizing Federal Highway Safety Improvement Program (HSIP) Funds (FY 2018-2027)**

DB#	Sponsor	Project Name	Emphasis Area	Funding Status
04314	Egg Harbor Township	Egg Harbor Township Centerline Rumble Strips	Lane Departure	Construction in FY19 programmed
04314	Cape May County	Cape May County Centerline Rumble Strip Project	Lane Departure	Construction in FY19 programmed
04314	Cape May County	Cape May County Pilot Roundabout 1 (West Perry)	Intersections	HSIP eligibility currently under NJDOT review
04314	Cape May County	Cape May County Pilot Roundabout 2 (Woodbine)	Intersections	Construction in FY19 programmed
04314	Cumberland County	Cumberland County Pilot Roundabout (West Park Drive)	Intersections	HSIP eligibility currently under NJDOT review
04314	Cumberland County	Cumberland County Flashers (10 Locations)	Intersections	Construction in FY19 programmed
04314	Cumberland County	Cumberland County Systemic High Friction Surface Treatment Program - HRRR	Lane Departure	Construction in progress
04314	Cumberland County	Cumberland County Systemic High Friction Surface Treatment Program - Non-HRRR	Lane Departure	Construction in progress
04314	SJTPO	Cumberland County Ped & Bike Action Plan	Pedestrians and Bicyclists	Planning in progress
04314	City of Vineland	Garden Road & Mill Road Traffic Signalization	Intersections	ROW and CON in FY19 programmed
04314	Salem County	Salem County Roundabout (Six Points)	Intersections	Preliminary Engineering in FY19 programmed
04314	Salem County	Salem County Pilot Roundabout (Five Points)	Intersections	Preliminary Engineering in FY19 programmed
04314	City of Salem	City of Salem Roadway Corridor and Intersection Safety Improvements	Pedestrians and Bicyclists	Planned for Concept Development in FY20

In addition to the Local Safety Program, NJDOT has several statewide programs that provide funding to improve safety throughout the State of New Jersey:

***Crash Reduction Program (DB #X242)*** - \$5 million annual program designed to improve conditions with enhancements that may include pavement improvements, protection or removal of fixed objects, and utility pole relocation or replacement. It will also develop and implement a systemic approach to the installation of lane and roadway departure technologies to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and/or deaths.

***Highway Safety Improvement Program Planning (DB #09388)*** - \$4 million annual program for Safety Management System (SMS) and Rail-Highway safety improvement projects. Through the guidance of the HSIP (23 CFR 924), it identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs to reduce crashes and crash severity on New Jersey's roadways.

***Intersection Improvement Program (Project Implementation) (DB #98333)*** - \$3.25 million annual program (\$5 million HSIP/\$250,000 State) that provides for the implementation of safety and operational improvements at intersections.

***Segment Improvement Program (DB #15807)*** - \$2 million annual program that provides for the identification and implementation of safety improvements along segments which show crash rates above the statewide average. The safety improvements proposed are: striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology.

***Utility Pole Mitigation (DB #15344)*** - \$175,000 annual program that seeks to identify and mitigate locations with incidents of high recurring utility pole accidents throughout New Jersey.

***Motor Vehicle Crash Record Processing (DB #X233)*** - \$2.5 million annual program that provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction) process.

***Pedestrian Safety Improvement Program (DB #06401)*** - \$4 million annual program to reduce pedestrian crashes and/or fatalities. Locations/segments are identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Locations/segments are examined by NJDOT'S Pedestrian Safety Impact Teams who will



conduct Road Safety Audits and make recommendations for improvements. This program also funds the implementation of recommendations.

Further, NJDOT's ***Rail Highway Grade Crossing Program*** is intended to reduce the number and severity of train collisions with vehicles and pedestrians at public highway-rail grade crossings.

SJTPO recognizes that HSIP is not the only funding program available that can impact safety. Many other TIP projects funded with federal non-HSIP funds will provide some safety benefits to the roadway system. Resurfacing, guiderail and vegetation maintenance, and bridge improvement projects are all expected to provide safety improvements and should help decrease fatality and serious injury crashes. In addition, congestion relief projects also have collateral safety benefits. However, SJTPO is actively working to ensure that all projects funded through the SJTPO process incorporate appropriate safety design elements and that project locations, that appear on an approved Network Screening List, include substantive safety measures that address the present safety issues.

In addition to the above projects and programs, SJTPO is unique among MPOs for its extensive safety outreach work. For twenty years, SJTPO has offered outreach programs that work to educate drivers and others on how their behaviors can impact safety. SJTPO's safety education has grown over the years and includes partnerships with several organizations on programs that address different facets of safety. These programs and presentations include:

- ***Share the Keys*** - a high school program that works to educate parents and encourages active involvement with their new teen drivers
- ***Car Crashes - It's Basic Physics*** - a high school program that teaches students about the crash dynamics and the physical impact of crashes on the body.
- ***Most Dangerous Place on Earth*** - a high school program that covers the actual statistical likelihood of being involved in a crash and gives a realistic picture of the potential danger anyone faces when part of the traffic mix.
- ***Occupant Protection for Middle School Students*** - a middle school program that provides an overview of crash dynamics and forces experienced during a vehicle crash and provides hands-on training in properly adjusting a seatbelt for maximum safety and comfort.
- ***Belts on Bones*** - a program designed for early elementary school students that teaches the importance of proper seat belt usage
- ***Belts, Bones, and Buses*** - an elementary school program that is very similar to the Belts on Bones program with the added component of school bus safety, both on and off the bus.



- ***Bicycle and Pedestrian Safety*** - an elementary or middle school program that addresses using proper safety equipment, while emphasizing the rules and laws pertaining to bicycle safety.
- ***Car-Fit for Senior Drivers*** - an AAA/AARP program designed to provide a quick but comprehensive check of how well a driver and his/her vehicle work together.
- ***Child Passenger Safety (CPS)—Car Seat Inspection Program*** - a program that provides education for parents and caregivers on how to properly install a child restraint system in their vehicles.
- ***CPS-Transporting Children Safely*** - a course that covers the proper selection, direction, location, and installation of child seats, including tips and techniques for parents and caregivers to ensure their passengers are riding safely.
- ***CPS-Child Passenger Safety Technician Training*** - a program that offers Child Passenger Safety (CPS) Technician Certification status to individuals who successfully complete the course.
- ***CPS-Restraint Systems on School Buses National Training*** - a course for school district staff that addresses proper use and installation of child seats on school transport vehicles.
- ***Motorcycle Refresher for Law Enforcement*** - a course for law enforcement officers that addresses the requirements of title 39, including licensing, and discusses the importance of identifying improper safety issues impacting motorcyclists and the others who share the road.

More information on these and other safety education programs that SJTPO is involved in can be found at [www.sjtpo.org/education/](http://www.sjtpo.org/education/).

## Appendix C-C2: Pavement and Bridge Condition Performance Measures (PM 2)

### Pavement Conditions

As described previously, a second set of regulations, commonly referred to as the PM2 rules, addresses infrastructure performance measures; specifically, pavement and bridge performance on the National Highway System (NHS). The four pavement condition performance measures assess the percentage of the entire NHS (by lane-mile) in both “good” and “poor” condition. The performance measures are broken out into separate values for the Interstate and non-Interstate NHS. Note that statewide, the NHS includes roads owned and maintained by a variety of entities, including NJDOT (63% of centerline miles), various transportation authorities and commissions (14%), counties (20%), and municipalities (3%).

FHWA calls upon the State DOT’s to establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS. As with the Safety Performance measures, the MPOs must also establish targets, or support the State’s targets, as SJTPO did. A general description of the metrics and methodology utilized by NJDOT is outlined below.

### NJDOT Statewide Pavement Targets and Goals

NJDOT measured the condition of each tenth-mile segment of pavement using various metrics depending on the type of pavement, including ride quality (using the International Roughness Index), rutting, cracking, and faulting. Three of these metrics apply to each type of pavement. Each segment was characterized as either “good,” “fair,” or “poor” for each of the applicable metrics, using criteria specified by FHWA. If a segment was rated as “good” for all three-applicable metrics, the segment was considered to have “good” pavement condition. If a segment was rated as “poor” on two out of the three applicable metrics, the segment was considered to have “poor” pavement condition. All other combinations of metric ratings were assigned a “fair” pavement condition.

The four pavement condition performance measures were calculated by summing the lane-miles in “good” and “poor” condition on the Interstate segments and on the non-Interstate NHS segments, and dividing by the total number of lane-miles on the Interstate and non-Interstate NHS, respectively.

NJDOT pavement subject matter experts analyzed current 2016 pavement conditions using these measures along with preliminary data for 2017. Forecasts using the NJDOT pavement management system were also examined, accounting for pavement projects anticipated in the

current STIP. This analysis led to the following table of baseline and 2- and 4-year targets for each measure:

**Table 3: New Jersey's Statewide Pavement Targets - 1<sup>st</sup> Performance Period (CY 2018-CY 2021)**

Measure	Estimated Current Conditions (2016)	Reported Baseline*	2-year target (2019)	4-year target (2021)
% <b>Interstate</b> pavement in <b>good</b> condition	61.25%		**	50%
% <b>Interstate</b> pavement in <b>poor</b> condition	1.01%		**	2.5%
% <b>non-Interstate NHS</b> pavement in <b>good</b> condition		41.9%	25%	25%
% <b>non-Interstate NHS</b> pavement in <b>poor</b> condition		26.5%	2.5%	2.5%

\*For some of these measures, the baseline conditions weren't required to be reported, but a number was still used to calculate the targets. Where this applied, this number was included in the "Estimated Current Conditions" column.

\*\*2-year targets for Interstates are not required for the first performance period

Although the 2-year and 4-year targets assume a short-term worsening of pavement condition, NJDOT remains committed to a long-term goal of improving pavement conditions, achieving a sustainable "state of good repair."

## Progress Towards Targets

Roadway maintenance is a major focus area of NJDOT's Capital Investment Strategy (CIS). According to the [Statewide Capital Investment Strategy FY 2013-2022](#), more than \$260 million (approximately 8%) of the annual investments is going towards road assets. Further, "Restore, Preserve, and Maintain the Existing Transportation System," is a goal in SJTPO's Regional Transportation Plan, *Transportation Matters*. It should be noted that most of the programmed money for the Local Lead projects, over which SJTPO has the most discretion, goes toward roadway resurfacing projects. Over the ten-year period of the current FY 2018-2027 TIP, \$123 million is made available to SJTPO through the Surface Transportation Block Grant Program (STBGP), although only \$4.5 million (approximately) is for roadways on the NHS system. NJDOT has programmed more than \$121 million for State-led roadway resurfacing projects, which are all on the NHS system. These projects are listed in Section 2 Regional Highway Projects/Programs of the SJTPO TIP. SJTPO remains committed to improving pavement conditions on roadways within its region and working with regional partners and NJDOT staff to develop roadway

resurfacing projects that will inevitably improve pavement performance and help to meet these State targets.

In addition to the projects identified in the TIP, SJTPO is involved in numerous technical studies with the intent that hopefully, they will evolve into actual projects that will improve roadway conditions. Examples of these types of projects include the collection of pavement condition data on more than 1,400 lane-miles of county roadways within the 4-county region. It is the intent that the data collected as part of this study will help SJTPO and its planning partners prioritize pavement resurfacing projects and ensure that the funding is spent as cost-effectively as possible.

## Bridge Conditions

In addition to the pavement condition measures, the PM2 rule also calls for the assessment of Bridge conditions. As with the pavement condition measures, SJTPO relied upon the NJDOT for calculation of bridge condition metrics and supported NJDOT's Statewide targets. The two bridge condition performance measures assess the percentage of NHS bridges (by deck area) in both "good" and "poor" condition. Note that NHS bridges include all bridges and culverts greater than 20 feet wide on NHS facilities, including on- and off-ramps connected to the NHS. Bridges that cross state borders are included in their entirety. Statewide, NHS bridges are owned and maintained by a variety of entities, including NJDOT (52% by deck area); transportation authorities and commissions (38%); and counties, municipalities, NJ Transit, various other agencies, and private owners (10%).

## NJDOT Statewide Bridge Targets and Goals

NJDOT reported the condition of various components of each NHS bridge to the National Bridge Inventory (NBI), on a scale of 0 to 9. The FHWA measure incorporates the condition of four NBI components: bridge deck, superstructure, substructure, and culvert, and rates each component as either "poor" (rating of 0, 1, 2, 3, or 4), "fair" (rating of 5 or 6), or "good" (rating of 7, 8, or 9). If a bridge receives ratings of "good" on all applicable components, the bridge is considered in good condition. If the bridge receives a rating of "poor" on any applicable component, the bridge is considered in poor condition. Any other combinations of ratings are considered a fair condition. It is important to note that a rating of "poor" does not correlate to the safety rating of the bridge. The bridge condition performance measures are calculated by summing the deck area of bridges in "good" and "poor" condition and dividing by the total deck area of all NHS bridges.

NJDOT bridge subject matter experts analyzed 2017 bridge conditions using these measures, along with five years of historical data and forecasts from the NJDOT bridge management system, incorporating programmed bridge improvements anticipated in the current STIP. This analysis led to the following table of baseline and 2- and 4-year targets for each measure:

**Table 4: New Jersey's Statewide Bridge Targets - 1<sup>st</sup> Performance Period (CY 2018-CY 2021)**

Measure	Reported Baseline (2017)	2-year target (2019)	4-year target (2021)
% NHS bridge deck area in <b>good</b> condition	21.7%	19.4%	18.6%
% NHS bridge deck area in <b>poor</b> condition	6.5%	6.5%	6.5%

Although the 2-year and 4-year targets allow for a slight short-term worsening of bridges in good condition and maintaining the current percentage of bridges in poor condition, NJDOT remains committed to a long-term goal of increasing bridge condition, achieving a sustainable “state of good repair.” These short-term targets will serve as useful benchmarks toward achieving that long-term goal.

### Progress Towards Targets

The current FY 2018-2027 TIP contains over \$98 million in bridge improvement projects. Most of these projects are on State-highways and listed in Section 2 Regional Highway Projects and Programs (of the SJTPO TIP), along with numerous other projects.

A resolution supporting the PM2 Performance Targets for Pavement and Bridge Conditions, respectively, was adopted by the SJTPO Policy Board on September 24, 2018 under [Resolution 1809-19](#). Moving forward, SJTPO remains committed to improving bridges within its region and working with county and city partners as well as NJDOT staff to identify critical bridges needing improvements that will help to meet these targets.

## Appendix C-C3: System Performance Measures (PM 3)

As described previously, this third set of regulations, often referred to as PM3, address the performance of the transportation system: Is traffic congestion being reduced? Is efficiency of the system improving? Is the system protecting the environment? Are project deliveries being delayed? PM3 encompasses the following four sets of measures, listed below with their corresponding Subpart from 23 CFR Part 490: National Performance Management Measure Rule: (E) Travel Time Reliability, (F) Freight, (G) Congestion, and (H) Emissions, described in more detail below.

### Travel Time Reliability (Subpart E)

The first major performance area under system performance is travel time reliability. Reliability refers to the variability of travel times on road segments experienced by travelers. The less variability there is for any given set of roadway segments, the more reliable those segments are. Travel time reliability does not mean eliminating traffic congestion but reducing its extremes to maintain consistent traveler expectations.

The measures for Travel Time Reliability are the percentage of person-miles traveled (PMT) on the Interstate on the National Highway System (NHS) with reliable travel times, and the percentage of PMT on the non-Interstate NHS with reliable travel times. The measures are calculated using the Level of Travel Time Reliability metric, defined as the ratio of the longer travel times (80<sup>th</sup> percentile) to a “normal” travel time (50<sup>th</sup> percentile). As with the previous Performance Measures, rather than creating their own, the SJTPO Policy Board adopted a resolution supporting NJDOT’s Statewide targets on September 24, 2018.

### NJDOT Statewide Travel Time Reliability Targets and Goals

Travel time reliability is assessed using archived real-time vehicle probe data contained in the National Performance Management Research Data Set (NPMRDS) and calculated with the assistance of the Probe Data Analytics Suite. The Probe Data Suite was created and maintained by the University of Maryland Center for Advanced Transportation Technology Laboratory (UMD CATT Lab), following FHWA guidance. Only current and some historical data is available through the Probe Data Analytics Suite; forecasts for these measures are not. The NJDOT Complete Team (consisting of planning and operations staff from NJDOT, the three NJ MPOs, NJ TRANSIT, PANYNJ, NJ Turnpike Authority, and FHWA-NJ) had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches.

Long term policies for the agencies support improvements to reliability. Given traffic growth and near-term projects and programs, the consensus was to have the required targets represent a

maintenance of current values for each travel time reliability measure, as shown in the table below.

**Table 5: New Jersey’s Statewide Travel Time Reliability (TTR) Baseline and Targets**

Measure	Estimated Current Conditions (2017)	Reported Baseline (2017)	2-year target (2019)	4-year target (2021)
% PMT on Interstates NHS with reliable travel times		82.1%	82.0%	82.0%
% PMT on non-Interstate NHS with reliable travel times	84.1%		*	84.1%

\*2-year target for non-Interstate NHS is not required for the first performance period

## Progress Towards Targets

Currently, NJDOT and NJ Transit sponsor numerous statewide programs that improve travel time reliability. Many of these are funded through the Congestion Mitigation and Air Quality Program (CMAQ), which is described in more detail under the Emissions Reduction section (Subpart H) below. SJTPO remains committed to improving reliability on roadways within its region, as well as working with regional partners and NJDOT staff to develop projects that will inevitably improve travel time reliability and help to meet these State targets. In addition to the statewide projects and programs mentioned above, SJTPO has programmed and is planning several locally-local CMAQ-funded congestion relief projects. As with the Statewide projects and programs, these, too, are described in more detail in the “Congestion (Subpart G)” section below.

While congestion and reliability are related, they are not the same thing. Traffic congestion occurs when the amount of traffic, (travel demand), far exceeds the physical capacity of the system, generally measured by the number of travel lanes on the roadway, the number of intersections, access points, and numerous other factors. Reliability is used in reference to the level of consistency in the transportation service provided by a roadway. For example, a roadway can be heavily congested, but if the amount and time of day when the congestion occurs on it is consistent, it is considered reliable. The US DOT established performance measures pertaining to reliability because empirical evidence exists to suggest that the traveling public values reliability more than straight travel times. The [Traffic Congestion and Reliability: Linking Solutions to Problems](#) is available of the FHWA website.

## Freight/Truck Travel Time Reliability (Subpart F)

The national performance measure for freight is the Truck Travel Time Reliability (TTTR) Index. This measure is like the “Travel Time Reliability” measure and metric described above, but it is

focused primarily on truck traffic. TTTR is the ratio between the “longest” (95<sup>th</sup> percentile) and “normal” (50<sup>th</sup> percentile) truck travel times. This metric is averaged for all Interstate road segments in the state, weighted by distance, resulting in the TTTR Index for the state. Unlike the travel time reliability measures, there is no “threshold” that determines whether a segment is reliable or unreliable for trucks.

## NJDOT Statewide Travel Time Reliability Targets and Goals

As with the previous measures, SJTPO adopted a resolution supporting the Statewide policy metrics and targets. As with the travel time reliability measures, the Truck Travel Time Reliability performance measure was calculated using the UMD CATT Lab NPMRDS Analytics Suite tool but uses travel times specifically reported from trucks (where available). Further, as with the previous measures, the NJDOT Complete Team had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches. Again, long term policies for the agencies support improvements to freight reliability. The identified targets represent a slightly worsening value in both the 2-year and 4-year targets, considering the anticipated increase in traffic (both overall and trucks specifically) and near-term projects and programs in the current STIP, as shown in the table below.

**Table 6: New Jersey’s Statewide Truck Travel Time Reliability (TTR) Baseline and Targets**

Measure	Baseline (2017)	2-year target (2019)	4-year target (2021)
Truck Travel Time Reliability (TTTR) Index	1.82	1.90	1.95

## Progress Towards Targets

In 2017, NJDOT released its [Statewide Freight Plan](#), which has “Improve Reliability and Efficiency,” as one of its goals. The Plan provides a well-defined blueprint for NJDOT investment, identifying discrete projects that immediately address critical freight system improvements. It also includes a fiscally constrained Freight Investment Plan (FIP) that identifies and prioritizes freight-related transportation projects. There are two projects identified within the Freight Project Areas within the SJTPO region:

**Table 7: STIP Projects along Freight Project Areas, SJTPO**

DBNUM	County	Route	Project Name	Project Type
11343A	Cumberland	55	Route 55, SB Schooner Landing Road to Sherman Avenue	Pavement
04308	Salem	40	Route 40, Woodstown Intersection Improvements	Safety

SOURCE: New Jersey Statewide Freight Plan. 2017.



In addition to the Statewide Freight Plan cited above, NJDOT is spearheading numerous initiatives with the specific intent of improving infrastructure conditions for goods movement in New Jersey. These include:

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

SJTPO has also been an active participant in NJDOT's Freight Advisory Committee and served on the Stakeholder group for the development of this Plan.

Goods movement is an overarching area of concern within the SJTPO region as well. As part of SJTPO's Regional Transportation Plan *Transportation Matters'* goal of "Supporting the Regional Economy," SJTPO strives to "work with regional partners to evaluate truck routes and other critical freight corridors for accessibility, reliability, safety, and other system performance measures to develop and prioritize projects." SJTPO promotes and supports projects that improve goods movement.

There are also several grant programs (outside of SJTPO) administered by the State and the Federal government specifically targeting freight. A prominent one is the [Local Freight Impact Fund](#), a recent program established by the New Jersey Department of Transportation for assisting counties and local municipalities with the mitigation of impacts on the local transportation system associated with the State's freight industry. The [Better Utilizing Investments to Leverage Development](#) (BUILD) grant program, with the expressed intent of funding major investments in roads, rail, transit and port infrastructure is an example of a Federally-administered program.

## Congestion (Subpart G)

The next set of measures and metrics govern the performance measures and metrics directly related to attributes of projects funded by the Congestion Mitigation and Air Quality (CMAQ) Program. These next two measures are specifically intended to reduce congestion. Unlike all of the other federally-required performance measures described in Appendix C, these specific measures apply to Urbanized Areas with a population over 1 million. As a small portion of the SJTPO region (specifically western Salem County, including parts of Salem City, Pennsville and Carney's Point, and western Atlantic County, in and around Collings Lakes), falls within the Philadelphia, PA-NJ-DE-MD Urbanized Area with a population of approximately 5.4 million, the SJTPO, as well as all the other entities comprising the Philadelphia, PA-NJ-DE-MD Urbanized Area must establish a single unified target for each of these measures.

Pursuant to the FAST Act and MAP-21, and the ensuing requirements of 23 CFR Part 490, the National Performance Management Measures Final Rule, the State DOT and MPOs must establish a single unified target for the congestion measures of:

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
- Percent of Non-Single Occupancy Vehicle (non-SOV) travel

For the PHED per capita measure, only a four-year target is required now, while for the Percent non-SOV measure, both two and four-year targets are required from the base year. Their definitions as well as specific citations in the rule, are as follows:

1. **Peak Hour Excessive Delay (PHED):** Annual hours of peak hour excessive delay (PHED) per capita on the National Highway System (NHS). The threshold for excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whatever is greater, and is measured in 15-minute intervals. The actual rule containing all the details can be found at [23 CFR 490.707\(a\)](#).
2. **Percent non-SOV:** Percent of non-SOV travel in a specific urbanized area. Non-SOV travel may include travel via carpool, van, public transportation, commuter rail, walking or bicycling as well as telecommuting. The actual rule containing all the details can be found at [23 CFR 490.707 \(b\)](#).

SJTPO staff worked closely with multiple agencies in developing realistic targets for each of these two measures, including: DVRPC, NJTPA, NJDOT, Pennsylvania Department of Transportation (PennDOT), Delaware Department of Transportation (DelDOT), Maryland State Highway Administration (SHA), Wilmington Area Planning Council (WILMAPCO), and the Lancaster County Transportation Coordinating Committee (LCTCC), all of which comprise this urbanized area.

The targets are:

- Peak Hour Excessive Delay (PHED) Per Capita
  - Baseline Measure (2017): **16.8** hours/capita
  - 4-year target (2021): **17.2** hours/capita (Assuming a growth of +0.6%/year)
- Non-SOV Travel
  - Baseline (Based on 2012-2016 American Community Survey (ACS): **27.9%**
  - 2-year target (2016-2018): **28.0%**
  - 4-year target (2016-2020): **28.1%**

Both congestion baseline measures and targets were approved by the SJTPO Policy Board on May 21, 2018 under [Resolution 1805-08](#).

## Progress Towards Targets

Like the roadway maintenance projects mentioned earlier, congestion relief is another major focus area of NJDOT's Capital Investment Strategy (CIS). Per the [Statewide Capital Investment Strategy FY 2013-2022](#), almost \$480 million, (approximately 15%), of annual capital investments goes towards congestion relief projects. Further, "Mitigate Traffic Congestion" is a goal in SJTPO's Regional Transportation Plan, *Transportation Matters*. Although the current FY 2018-2027 TIP includes over \$10 million for local CMAQ-funded projects, virtually none of them are on NHS highways. However, much of the congestion within the SJTPO region occurs on State-owned and maintained highways, which are part of the NHS, and NJDOT has invested a significant amount of resources in congestion relief programs statewide, as described in more detail below. As such, progress is being made towards meeting the congestion relief targets.

As part of its Congestion Management Process, using the Probe Data Analytics Suite as described earlier, SJTPO generates a list of the top 10 bottlenecked locations for both State and Authority roadways, and County and Local Roadways. This list is part of the updated Congestion Management Methodology Report, located at: <https://www.sjtpo.org/CMP/>. In addition to these actual projects, SJTPO is currently in the process of developing Problem Statements for future congestion relief projects that will hopefully result in improved travel time reliability

As will be explained in more detail below, SJTPO administers the local Congestion Mitigation and Air Quality Improvement (CMAQ) Program for its four subregions. The CMAQ Program is a federal program that funds projects that reduce congestion and improve air quality. SJTPO receives an annual allotment of \$1.9 million for CMAQ. While the SJTPO's CMAQ-funded projects are detailed in the emissions section below, many of them also have a congestion mitigation benefit as well.

## Emissions (Subpart H)

These next measures pertain to the emissions reduction objectives of CMAQ projects. As noted previously, SJTPO falls within the Philadelphia-Wilmington-Atlantic City PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area. FHWA regulations state that MPOs that contain nonattainment or maintenance areas that overlap an urbanized area with a population above 1 million people, must establish quantitative 2-year and 4-year targets for the CMAQ emissions reduction measures. The entire SJTPO region has been designated by the U.S. Environmental Protection Agency (EPA) as a nonattainment area for ozone, and a small portion of the SJTPO region overlaps the Philadelphia, PA-NJ-DE-MD Urbanized Area, (which contains more than 5 million people). As such, the SJTPO is required to set targets for pollutant emissions reductions from CMAQ projects. Separate emission reduction targets are required for each pollutant, or precursor, for which a region is in nonattainment or maintenance. For the SJTPO Region, the required pollutants are the ozone precursors of Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO<sub>x</sub>).

The required emissions reduction targets identify the amount of pollutant emissions (in kilograms per day, or kg/day) estimated to be reduced by CMAQ-funded projects within the corresponding nonattainment or maintenance area(s), summed over the applicable fiscal years. The 2-year target represents the emissions reductions from CMAQ projects that will be first authorized within FY 2018 and FY 2019, while the 4-year target represents the emissions reductions from CMAQ projects that will be first authorized within FYs 2018, 2019, 2020, and 2021.

The New Jersey Air Quality Working Group (consisting of subject matter experts from NJDOT, NJDEP, SJTPO, and the other two NJ MPOs) worked to identify and agree upon MPO-level baselines and targets for the emissions reductions from CMAQ projects. The estimated baseline and final targets for the SJTPO region are listed in Table 8:

**Table 8. CMAQ Emissions Performance Measures--SJTPO Forecasts and Targets\***

Fiscal Year (FY)	Total Emissions Benefits Projections (kg/day)	
	VOC	NOx
Baseline (FY 2014-17)	9.466	22.446
2018	2.207	5.226
2019**		
2020	2.007	4.642
2021	1.929	4.377
Sum '18-'19 (2-Year Target)	2.207	5.226
Sum '18-'21 (4-Year Target)	6.142	14.245

\* No CO or PM2.5 as SJTPO meets the NAAQS for these pollutants

\*\* SJTPO anticipates completing backlog in FY2019 with no new projects

The three MPO-level baselines and targets covering the State of New Jersey were added together to create the statewide baseline and targets. These were submitted by NJDOT to FHWA on May 16, 2018. The SJTPO Policy Board approved these Mobile Source Emissions Reduction targets on September 24, 2018 under [Resolution 1809-20](#).

## Progress Towards Targets

The improvement of air quality is part of an overarching goal of SJTPO's Regional Transportation Plan, *Transportation Matters*: "Protect and Enhance the Environment." Because the SJTPO region falls within the Philadelphia-Wilmington-Atlantic City PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area, it must make sure that all its projects embodied in the TIP conform

to National Ambient Air Quality Standards (NAAQS). It does this via the formal conformity determination process, which involves running a complex model to ensure that future projected emissions fall below federally-mandated emissions budgets.

Beyond the air quality conformity process, pursuant to Federal Performance Management Regulations (23 CFR 490.107(c)(3)), the SJTPO was responsible for preparing a CMAQ Performance Plan, which details the baseline emissions reduction conditions and the targets, as well as how future planned projects will help the SJTPO region meet its targets. This Plan was submitted as part of the NJDOT Baseline System Performance Report to the US Department of Transportation in September 2018. Table 9 below, lists those specific CMAQ-funded projects that SJTPO anticipates will help the region meet its CMAQ mobile source emissions targets identified above, as well as their funding status. Note that many of these projects have a congestion benefit as well as an air quality benefit, which help in meeting the congestion reduction targets mentioned above.

**Table 9. Projects Utilizing Federal Congestion Mitigation Air Quality (CMAQ) Funds (FY 2018-2027)**

DB#	Sponsor	Project Name	Funding Status
X065	Atlantic County	Margate-Ventnor Bicycle Infrastructure Project	Design in progress, construction in FY19 anticipated
X065	Atlantic County	Atlantic County Route 629 Pedestrian and Traffic Signal Improvements	Design in progress, construction in FY19 anticipated
X065	Atlantic County Transportation Unit	Purchase of eight (8) Replacement Paratransit Passenger Buses	Construction in FY21 anticipated
X065	Cape May County Municipal Utilities Authority	Natural Gas Powered Vehicle Purchase	Construction in FY21 anticipated
X065	Cape May County	Improving Air Quality and Reducing Traffic Congestion through Biking in Ocean City	Construction in FY19 anticipated
X065	Cape May County	Roosevelt Blvd./34 <sup>th</sup> Street Advanced Traffic Signal Project	Design in FY19 anticipated, construction in FY20 anticipated
X065	Cape May County	Cape May County Route 621 (New Jersey Ave) Improvements	Construction in FY19 anticipated

DB#	Sponsor	Project Name	Funding Status
X065	Cape May County Fare Free Transportation	Procurement of 7 low emission, unleaded fuel, body on chassis mini-busses	Construction in FY21 anticipated
X065	City of Vineland	The Landis Avenue Signal Upgrades, Phase 2	Construction in progress
X065	City of Vineland	Landis & Mill, Landis & Orchard Traffic Signal Upgrades	Construction in FY19 anticipated
X065	Cumberland County/Millville	Millville Broad Street Traffic Signal Upgrades	Design in progress, construction in FY20 anticipated
X065	Salem County	Centerton Traffic Signal Improvements	Construction in progress
X065	NJDEP	It Pay\$ to Plug in: New Jersey's Electric Vehicle Charging Grants Program	Construction in FY21 anticipated

In addition to the Local CMAQ Program, NJDOT and NJ Transit have several statewide programs that utilize CMAQ funding to reduce emissions (as well as congestion), throughout the state. These are listed below:

**Active Traffic Management System (ATMS) (DB #13303)** - This program will provide funding for the deployment program for the first Active Traffic management System (ATMS) in the State including all phases of design. This program will include funding for the complete delivery of the Final Design document for Active Traffic Management System (ATMS) for a candidate highway (I-80, I-295 or I-78). The design document will be used to deploy and carry out the actual construction of this technology for automatic operation and handling of traffic. Funding is provided in the amount of \$6 million in FY 2019, \$7 million in FY 2020, and \$13 million in FY 2021.

**Bicycle & Pedestrian Facilities/Accommodations (DB #X185)** - This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access and safety. This program includes addressing bicycle, pedestrian, transit and ADA travel needs through the development of improvements on state, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users. Funding is provided annually from three sources: \$2.5 million in CMAQ, \$1 million in STATE, and \$2.5 million in TAP.

***Intelligent Traffic Signal Systems (DB #15343)*** - This program will seek to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only. CMAQ funding is provided annually: \$20 million annually from FY 2018 through FY 2021, then \$25 million from FY 2022 through FY 2027.

**Transportation Demand Management Program Support (DB #X43)** - This funding is utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1-800-CARPOOL program which also includes maintaining the RidePro ride matching software program. This program receives \$0.25 million annually from CMAQ.

**Rail Rolling Stock Procurement (DB #T112)** - This program provides funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock. This project receives varying funding annually from CMAQ, STATE, SECT 5307, and SECT 5337.

**Small/Special Services Program (DB # T120)** - Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. This project receives varying funding annually from CMAQ, STATE, and SECT 5307.

Beyond the projects listed above, SJTPO will continue to select projects and programs that have a positive air quality benefit in terms of reducing mobile source emissions. SJTPO will also continue to promote and develop projects and programs with air quality benefits to its subregions and planning partners.



## Appendix C-C4: Transit Asset Performance Measures

Transit asset management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a State of Good Repair. In short, TAM uses asset condition to guide the optimal prioritization of funding at transit properties.

Based on the mandate in MAP-21 (and continued in the FAST Act), FTA developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public transit capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective October 1, 2016. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, increase reliability and performance, and establish performance measures. Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database. The TAM rule established the following national transit asset management performance measures (49 CFR Part 625 Subpart D):

**Rolling stock:** In the transit industry, a commonly-used indicator of the number of years an asset is expected to last and be in service is the *Useful Life Benchmark*. Useful Life Benchmark means either the expected life cycle of a capital asset or the acceptable period of use in service as determined by the FTA. Each vehicle type's Useful Life Benchmark estimates how many years a vehicle can be in service and still be in a state of good repair. The Useful Life Benchmark considers how long it is cost-effective to operate an asset before ongoing maintenance costs outweigh replacement costs. As stipulated in the TAM Final Rule (49 USC 625), transit agencies must use the required performance measure of the percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment). In addition to measuring performance, transit agencies are to use the Useful Life Benchmark to set their performance measure targets.

**Equipment:** Transit facilities are rated using the Transit Economic Requirement Model scale. The percentage of non-revenue service vehicles (by type) that meet or exceed the Useful Life Benchmark.

**Facilities:** The Transit Economic Requirements Model is a Capital Needs Analysis Tool developed and used by FTA to assess the current physical condition and future investment needs of the nation's transit assets and operators. It rates the condition of particular

facilities on a scale of 1 to 5, with “1” denoting an asset in need of immediate repair or replacement and (5) denoting a new asset with no visible defects. The TAM Final Rule stipulates a performance measure of: Percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale.

**Infrastructure:** The percentage of track segments (by mode) that have performance restrictions.

Under the provisions of the Transit Asset Transportation Performance Management rulemaking, transit operators are required to set performance targets for their Transit asset portfolio. Metropolitan Planning Organizations (MPOs) are then required to set their own targets or adopt the transit operators’ targets for the transit asset portfolio in their region, beginning in calendar year 2017, based on measures mandated by the rule. The performance measures were selected by the Federal Transit Administration and include:

- Average revenue fleet age;
- Average non-revenue fleet age;
- Percentage of facilities that are below a condition rating of 3 on the Transit Economic Requirements Model scale; and
- Percent of the track system under a performance restriction.

Transit agencies are required to upload their performance targets, as well as a supporting narrative, in their annual National Transit Database (NTD) submission, and report progress against these targets. They are also required to develop a Transit Asset Management (TAM) Plan that adheres to the following nine (9) elements to ensure assets are in an SGR:

1. Inventory of Capital Assets
2. Condition Assessment
3. Decision Support Tools
4. Investment Prioritization
5. TAM and SGR Policy
6. Implementation Strategy
7. List of Key Annual Activities
8. Identification of Resources
9. Evaluation Plan

The New Jersey Transit Corporation (NJ Transit), is the only Tier 1 agency providing public transit service and thus subject to this FTA TAM performance management rules in the SJTPO region. In

addition, there are several county bus operators that operate within the SJTPO region, but these are considered subrecipients to NJ Transit and not covered under this Plan.

### Coordination on TAM Target Setting

MPOs have 180 days after the Transit agencies set their targets, to decide to either adopt the Transit operators' targets or develop their own metropolitan targets. In May 2019, SJTPO is expected to take formal action to adopt the same set of targets as NJ Transit, as they have done with most of the other performance measures. SJTPO has also worked with NJ Transit, the New Jersey Department of Transportation (NJDOT), and the other MPO's in New Jersey to develop a set of written procedures that outline the coordination process for Transit Asset Management.

### NJ Transit Statewide Asset Management Targets and Goals

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

NJ Transit has prepared an Enterprise Asset Management Program Transit Asset Management (TAM) Plan, dated October 1, 2018. In this plan, NJ Transit sets forth its blueprint to identify, describe, and improve asset management practices, with the vision to maintain the agency's assets in a State of Good Repair. The plan presents a summary inventory of assets, describes the current condition of the assets, sets near-term targets for the required performance measures, and explains how NJ Transit managers develop and present requests for operating/maintenance budgets and capital asset replacements. The plan also identifies NJ Transit programs and projects aimed at helping to achieve their TAM targets. Tables 3.9 to 3.14 in the NJ Transit TAM Plan provide details for the following TAM performance targets for the State of New Jersey:

#### **1. Rolling Stock (Percent of revenue vehicles that have met or exceeded their useful life benchmark)**

NJ Transit owns and maintains a fleet of 200 locomotives, 160 self-propelled cars, and 953 locomotive-hauled cars to serve the State of New Jersey. In addition, the agency maintains and operates 15 diesel locomotives and 65 single-level passenger cars owned by the Metro-North Railroad that are configured to operate with NJ Transit's fleet. All locomotives and loco-hauled cars are operated in push-pull service. NJ Transit's Commuter Rail Useful Life Benchmark for locomotives, passenger cars, and self-propelled passenger cars is 30 years, which is lower than FTA's Useful Life Benchmark of 39 years. By 2023, the entire Self-

Propelled Passenger Car fleet is expected to be retired and replaced by new Multi-Level Vehicles.

In the SJTPO region, there is only one heavy commuter rail line: the Atlantic City line between Philadelphia's 30th Street Station and Atlantic City, NJ, with four stations located within the SJTPO region (Hammonton, Egg Harbor City, Absecon, and Atlantic City Rail Terminal).

NJ TRANSIT owns a fleet of over 3,000 buses consisting of two types: Over-the-Road for longer haul commuting services and Transit. The active bus feet in daily service is in a State of Good Repair. NJ Transit has determined that the Useful Life Benchmark for buses should be 12 years for those in transit service. These include articulated buses, transit buses, and suburban buses. NJ Transit's Useful Life Benchmark for Over-the-Road for commuter service is 14 years.

The draft 2019 targets for Rolling Stock are listed below, with the final targets excepted March 2019:

**Performance Measure 2019 Target (%)**

Performance Measure	2019 Target (%)
Articulated Bus	100.00
Automobile	28.89
Over-the-road Bus	26.80
Bus	44.83
Cutaway	13.19
Light Rail Vehicle	0.00
Minivan	4.35
Commuter Rail Locomotive	11.70
Commuter Rail Passenger Coach	16.97
Commuter Rail Self-Propelled Passenger Car	100.00
Van	1.53

**2. Equipment (Percent of service vehicles that have met or exceeded their useful life benchmark)**

NJ TRANSIT's non-revenue service vehicle inventory includes ordinary automobiles to locomotives that also include police cruisers and specialized track machinery (e.g. Light Duty Trucks, Heavy Duty Trucks, and Rubber Tire Construction Equipment and Trailers). The current work train locomotive fleet includes five MP-20 locomotives and four GP-40 locomotives. The fleet of work train freight cars totals 81 cars. Of these 81 cars, 68 of them can be interchanged with freight railroads. There are also 80 pieces of steel-wheel maintenance of way equipment and 158 pieces of construction equipment that include trailers and back hoes, loaders, or similar not driven on highways. There are 68 automobiles

for management and supervisory use, 275 light trucks for maintenance, and 106 heavy duty trucks. The bus nonrevenue vehicle inventory consists of 58 automobiles for management and supervisory use, 75 light trucks for service calls, and 34 trucks to retrieve buses back to maintenance garage. Further, NJ Transit has a fleet of corporate non-revenue service vehicles (police, technology, maintenance, and administration); and Information Systems equipment such as radio towers, radio repeater equipment, ticket vending machines, and a drone. The 2019 targets for automobiles, trucks and other rubber tire vehicles, and steel wheel vehicles are listed below.

Performance Measure	2019 Target (%)
Automobile	39.00
Trucks and Other Rubber Tire Vehicles	47.00
Steel Wheel Vehicles	25.00

### 3. Facility (Percent of facilities rated below 3 on the condition scale)

NJ TRANSIT takes a geographic approach (north, central, and south regions) to condition all facilities over a three-year period: North in FY 2018, Central in FY2019, and South in FY 2020. As of October 2018, there are no NJ TRANSIT facilities in northern New Jersey rated below 3 on the condition scale. The facilities' assessment for NJ Transit's Southern Division, (which covers the SJTPO region), are expected to be reported by October 31, 2020. The Facility Performance Targets are listed below:

Performance Measure	2019 Target (%)
Passenger/Parking Facilities	0.00
Administrative/Maintenance Facilities	0.00

### 4. Infrastructure (Percent of track segments with performance restrictions)

NJ Transit will implement the principles of its TAM policy by adopting a State of Good Repair policy to maintain capital assets to the level where the asset operates at full performance, to provide a safe, reliable, convenient, and cost-effective Transit service to its customers. NJ Transit has committed to improving the resiliency of its systems to prevent future damage and to prepare for possible future extreme weather events and security threats. This includes significant new investments in a series of hardening projects such as new rail vehicle storage, upgraded power systems, maintenance facilities, emergency control centers, security improvements and signal and communications systems resilience upgrades.

For 2019, it is anticipated that 0.75% of the commuter rail's Statewide Commuter Rail track segment (to which the Atlantic City Rail Line, the SJTPO Region's only rail facility, belongs), will experience performance restrictions.

Performance Measure	2019 Target (%)
Commuter Rail	0.75

## Progress Towards Targets

The Transit Asset Transportation Performance Management rule requires MPOs to describe how the region's TIP will help to achieve the Transit Asset Management targets. SJTPO's FY 2018-2027 TIP was developed to ensure progress towards target achievement. Transit operators have taken steps to ensure that projects selected for TIP funding help to achieve the Transit Asset Management targets.

Per Section 4 NJ Transit Projects/Programs above, overall, NJ Transit has programmed almost \$151 million over the First-Four Years of the FY 2018 TIP (FY 2018 to FY 2021) and approximately \$278 million over the later Fiscal Years from FY 2022 to FY 2027 for transit projects and programs in the SJTPO region. Some of NJ Transit's projects and programs from the first four years of the FY 2018 TIP that have a direct impact of on transit asset performance include the following:

- More than \$31 million is programmed for the preventive maintenance of the bus system (see DB #T135). In addition, approximately \$14.4 million is allocated toward rail preventive maintenance program (DB #T39), which is used for the overhaul of rail cars and locomotives, and other preventive maintenance costs;
- More than \$10 million is dedicated to acquiring, installing, and rehabilitating major components associated with capital equipment and facilities for buses and facilities (DB #T09);
- \$8.7 million is allocated toward replacing rail cars and locomotives that have reached the end of their useful life (DB #T112), and almost \$30 million for replacing buses (DB #T111).
- More than \$10 million is set-aside Transit Enhancements or Transportation Alternatives programs (DB #T210). These are improvements that, in addition to refurbishing transit and transit facilities, also help to encourage more people to use alternative modes of transportation (to driving), such as biking or walking.

NJ Transit's \$1.3 billion State Fiscal Year (SFY) 2019 Capital Program (from July 1, 2018 to June 30, 2019) (of which more than \$33 million is allocated for the SJTPO region), calls for continued investment in the State's Transit infrastructure to maintain a state of good repair and provide reliable transit service. An emphasis on better preparing NJ Transit to withstand, and recover from, future extreme weather events through building a more resilient system remains a key

focus of the Capital Program, which invests in railroad bridge rehabilitation, track replacement, signal upgrades, repairs to overhead power lines and electric substations, improvements to rail stations, and bus shelter upgrades.