

Transportation Improvement Program

Fiscal Years 2020-2029



South Jersey
Transportation
Planning Organization

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**TRANSPORTATION IMPROVEMENT
PROGRAM
FISCAL YEARS 2020-2029**

**Policy Board Approved
September 23, 2019**



**SOUTH JERSEY TRANSPORTATION
PLANNING ORGANIZATION**

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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 1909-22: Adopting the SJTPO FY 2020-2023 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 2020-2023 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), the Moving Ahead for Progress in the 21st 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 have been formally addressed by SJTPO and our member agencies as Appendix B of the TIP document; and


WHEREAS, formal adoption is sought for the first four years of the TIP (FY 2020-2023), with additional years (FY 2024-2029) being included for information purposes; and

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby determines that the SJTPO FY 2020-2023 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 2020-2023 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 23, 2019.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 1909-23: Self-Certifying the SJTPO Planning Process

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 Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final rule to the Metropolitan Planning regulations, effective June 27, 2016, amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process, which reflect the passage of MAP-21 and the FAST Act; and

WHEREAS, concurrent with the submittal of the Transportation Improvement Program (TIP), to FHWA and FTA as part of STIP approval, MPOs shall certify that the metropolitan planning; and

WHEREAS, SJTPO certifies that its metropolitan planning process meets all applicable requirements, including:

- 1. 23 U.S.C. 134, 49 U.S.C. 5303, and Subpart C (Metropolitan Transportation Planning and Programming);**
- 2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;**
- 3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;**
- 4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;**
- 5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;**
- 6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**
- 7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101et seq.) and 49 CFR parts 27, 37, and 38;**
- 8. The 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;**
- 9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;**
- 10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;**
- 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; and

WHEREAS, at its September 2019 meeting the TAC recommended the Policy Board adopt the SJTPO Metropolitan Planning Process Self-Certification; and

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 23, 2019.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 1909-24: Adopting the SJTPO Transportation Conformity Determination for the FY 2020-2029 Transportation Improvement Program and *Transportation Matters-A Plan for South Jersey* Under the 2015 8-Hour Ozone National Ambient Air Quality Standards

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 transportation plans and programs developed by the SJTPO are required to 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 four-county SJTPO region is designated as a Nonattainment Area under the 8-Hour Ozone National Ambient Air Quality Standards (NAAQS), originally set in 1997, revised in 2008 and 2015; and

WHEREAS, the current conformity determination for the FY 2018-2027 Transportation Improvement Program (TIP), adopted in September 2017, and *Transportation Matters-A Plan for South Jersey* (SJTPO's Regional Transportation Plan), adopted in July 2016, were based on estimates consistent with emissions budgets, approved effective August 1, 2008, in the New Jersey State Implementation Plan (SIP); and

WHEREAS, the latest 8-Hour Ozone standards (70 ppb) were promulgated in 2015; and on June 4, 2018, the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area, of which SJTPO is a part, was designated a marginal nonattainment area under the 2015 8-Hour Ozone Standard; and

WHEREAS, updating the conformity determination now will verify that SJTPO's Regional Transportation Plan (RTP) and TIP continue to meet the 8-Hour Ozone Standards under the 2015 8-Hour ozone standards (70 ppb), and will keep the RTP and TIP in effect at least through July 25, 2020, when the current RTP would lapse; and

WHEREAS, the SJTPO Interagency Consultation Group agreed that, per 40 CFR 93.122(g), reliance on the regional emissions analysis completed in 2017 was acceptable; 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 Transportation Conformity Analysis; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the SJTPO Transportation Conformity Determination for the FY 2020-2029 TIP and *Transportation Matters-A Plan for South Jersey* Under the 2015 8-Hour Ozone NAAQS; and

BE IT FURTHER RESOLVED, that the Policy Board hereby determines that the SJTPO FY 2020-2029 TIP and *Transportation Matters-A Plan for South Jersey*; conform to the purposes of the State Implementation Plan and the Clean Air Act, and this determination applies to the entire region.

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 23, 2019.


John W. Risley, Secretary/Treasurer



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019
And

FEDERAL TRANSIT ADMINISTRATION

Region 2
One Bowling Green, Room 429
New York, New York 10004-1415

DEC 05 2010

IN REPLY REFER TO:

TRO-2
HDA-NJ

Ms. Diane Guterrez-Scaccetti
Commissioner
New Jersey Department of Transportation
P.O. Box 600
Trenton, New Jersey 08625-0600

Re: Fiscal Year (FY) 2020 – 2024 Statewide Transportation Improvement Program Approval and Federal Planning Findings

Dear Commissioner Guterrez-Scaccetti:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the US Department of Transportation (USDOT) have reviewed the New Jersey Department of Transportation's (NJDOT) FY 2020 – 2024 Statewide Transportation Improvement Program (STIP). Based on this review, FHWA and FTA find that the FY 2020 – 2024 STIP is based on a transportation planning process that is in compliance with the requirements of 23 U.S.C. § 134 and 135, 49 U.S.C § 5303 - 5306, and 23 CFR 450 subparts A, B, and C.

The USDOT also finds that New Jersey's Metropolitan Transportation Improvement Programs (TIPs) and the Long Range Transportation Plans (LRTP) are adequately based on a continuing, comprehensive, and cooperative planning process as carried out by the NJDOT, New Jersey Transit, the North Jersey Transportation Planning Authority, the Delaware Valley Regional Planning Commission, and the South Jersey Transportation Planning Organization in accordance with the requirements of 23 U.S.C § 134 and 49 U.S.C. § 5303 and 5313.

The FHWA and FTA, in concurrence with the United States Environmental Protection Agency, have determined that conformity has been demonstrated for the FY 2020 – 2024 STIP and each of the LRTPs for all non-attainment and maintenance areas of New Jersey. These findings are consistent with the State Implementation Plan and adequately address and conform to the

requirements contained in the Federal Conformity Rule and the Clean Air Act and its subsequent amendments.

FHWA and FTA have jointly determined that the FY 2020 – 2024 STIP is in compliance with the requirements and is hereby approved. In support of our determination, attached is a planning finding that contains recommendations and observations to help strengthen the transportation planning and program development process.

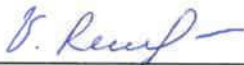
Approval of the STIP does not constitute project or grant approval. Both FHWA and FTA may need additional information on some of the projects in the approved STIP when a project agreement or grant submission approval is requested.

We look forward to the continued cooperation of you and your staff in efforts to carry out the statewide and metropolitan planning processes in an effective manner.

If you have any questions, please contact either Sutapa Bandyopadhyay at (609) 637-4230 or Donald Burns (212) 668-2203.

Sincerely,

for



Robert Clark
Division Administrator
Federal Highway Administration
New Jersey Division



Stephen Goodman, P.E.
Regional Administrator
Federal Transit Administration
Region 2

cc: S. Bandyopadhyay, FHWA-NJ
B. Goodson, FHWA-NJ
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J. Colangelo-Bryan, NJ Transit

**FHWA New Jersey Division/FTA Region 2 Review Documentation
in support of the
FHWA/FTA PLANNING FINDINGS
and approval of the
NEW JERSEY DEPARTMENT OF TRANSPORTATION
FY 2020 – 2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

Introduction

In order to approve the Statewide Transportation Improvement Program (STIP), including the Transportation Improvement Programs (TIPs) contained by reference or directly in the STIP, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must make a finding that the STIP and TIP(s) are based on a transportation planning process that meets the requirements of 23 U.S.C. § 134 and 135, 49 U.S.C. § 5303 – 5306, and 23 CFR 450 and that TIPs are consistent with the metropolitan transportation plans produced by the comprehensive, cooperative, and continuing planning process carried out by the metropolitan planning organizations (MPOs) involving the State(s), and the public transit operator(s).

The statewide and metropolitan planning finding is based on the self-certification statements submitted by NJDOT and the MPOs under 23 CFR 450.220 and 23 CFR 450.336. It is also based upon the review of supporting documentation, routine FHWA/FTA involvement in the statewide and metropolitan planning process, public involvement, and fiscal constraint determination.

This documentation supports the planning finding for the New Jersey Department of Transportation’s (NJDOT’s) FY 2020 – 2024 STIP and the incorporated TIPs for the following MPOs: Delaware Valley Regional Planning Commission, North Jersey Transportation Planning Authority, and South Jersey Transportation Planning Organization.

Recommendations and Observations of the Planning Process

The table below identifies the recommendations and observations that have been identified by FHWA and FTA.

FINDING	TOPIC	DESCRIPTION
Recommendation	Written Provisions for Performance-Based Planning and Programming (PBPP) Agreement	NJDOT, the MPOs, and the public transit operators must jointly agree upon and develop written provisions in accordance with 23 CFR 450.314 (h). The agreement provides flexibility such that the agreement may be included as part of the metropolitan planning agreements or documented in some other form as cooperatively determined by NJDOT, the MPOs and operators of public transportation.

		<p>The current written agreement does not include any operators of public transportation. NJDOT and the MPOs must continue to work to bring operators of public transportation as signatories either to the written agreement or in some other format.</p>
Recommendation	Civil Rights/Title VI	<p>Because of Transportation Management Areas Certification Reviews conducted in 2018 for NJTPA and DVRPC, and in 2019 for SJTPO, all the three MPOs were issued corrective actions in the Civil Rights/Title VI area.</p> <p>NJDOT should strengthen its Civil Rights office so that it is able to assist the MPOs to comply with the requirements of Title VI of the 1964 Civil Rights Act and other federal non-discrimination policies and statutes, as required for all recipients of federal funds.</p>
Recommendation	Public Participation Plan/Process	<p>NJDOT works in a collaborative environment with the MPOs for collecting public comments on STIP. The NJDOT website provides information about each of the MPO's TIP and STIP public participation processes, public meeting place and time. However, this information is still not highlighted on the front page of the agency website for high visibility and easy access.</p> <p>Thus, we recommend that NJDOT provide an easy to understand public participation document as well as revamp its website to provide clear directions on how interested parties can participate in the transportation planning process.</p>
Recommendation	Statewide Long Range Transportation Plan	<p>The current Statewide Long Range Transportation Plan (LRTP) entitled Transportation Choices 2030 was last updated in 2008. Since the 2008 update, there have been several federal transportation legislations and since the passage of MAP-21, the FAST Act, and the update of 23 CFR 450, the implementation of performance management is now required in the administration of the planning process and delivery of the Federal-aid program.</p> <p>NJDOT should update its LRTP to align with the performance management requirements and the 20-year forecasting period in accordance with 23 CFR 450.216 (a) and 23 CFR 450.216(f).</p>

Conclusion and Findings

FHWA and FTA note that the new FY 2020 – 2024 STIP is consistent with the Metropolitan Transportation Plans (MTPs) and incorporates Transportation Improvement Programs (TIPs) without change.

In accordance with 23 CFR 450, and based upon the NJDOT and MPO self-certification of their statewide and metropolitan transportation planning processes and federal agency routine involvement in the transportation planning process, FHWA and FTA hereby make the following determinations:

- Projects in the 2020 – 2024 STIP are based on a planning process that meets the requirements of 23 U.S.C. § 134 and 135, 49 USC § 5303 and 5304, and 23 CFR 450 Subparts A, B, and C, and other applicable requirements.
- The metropolitan TIPs are based on a continuing, comprehensive transportation planning process carried out cooperatively by the State, MPOs, and transit operators in accordance with the provisions of 23 U.S.C. § 134 and 135 and 49 U.S.C. § 5303 – 5306, and 23 CFR 450 subparts A, B, and C.

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1. Introduction

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.

Our Counties:



Our Structure:



Overview

This document is SJTPO’s Transportation Improvement Program for federal fiscal years 2020 (beginning October 1, 2019) through 2029 (ending September 30, 2029). The ten-year TIP consists of the first four years (FY 2020-2023) representing the “Federal TIP” plus six informational years (FY 2024-2029). 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 its state. The TIP contains local and state highway projects, statewide line items and programs, and public transit and authority sponsored projects within the SJTPO region. 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 the 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 FHWA and 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 NJDOT and 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 is 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 was 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 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 RTP 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 must incorporate into their metropolitan planning process through the RTP. 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 its 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

In support of the TIP and RTP, SJTPO maintains a Congestion Management Process (CMP). The CMP is a federally-required process for metropolitan planning areas with a population exceeding 200,000, which is applicable to the SJTPO region. The CMP is a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system. The CMP is used to identify congested roadways, establish multimodal performance measures, identify congestion management strategies and means of implementation, and evaluate the effectiveness of implemented strategies.

SJTPO's CMP was updated in 2018 to take advantage of the growing availability of archived operations data to produce performance measures based on travel time for all major roadways in the region. For more information on SJTPO's CMP, visit <https://www.sjtpo.org/CMP/>.

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 FY 2020-2029 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 \$55.2 million allocated to SJTPO over the first four years (2020-2023) for projects using federal funds, including annual allotments of Surface Transportation Block Grant Program (STBGP-AC) 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 2018, with work done by staff at 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.

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 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

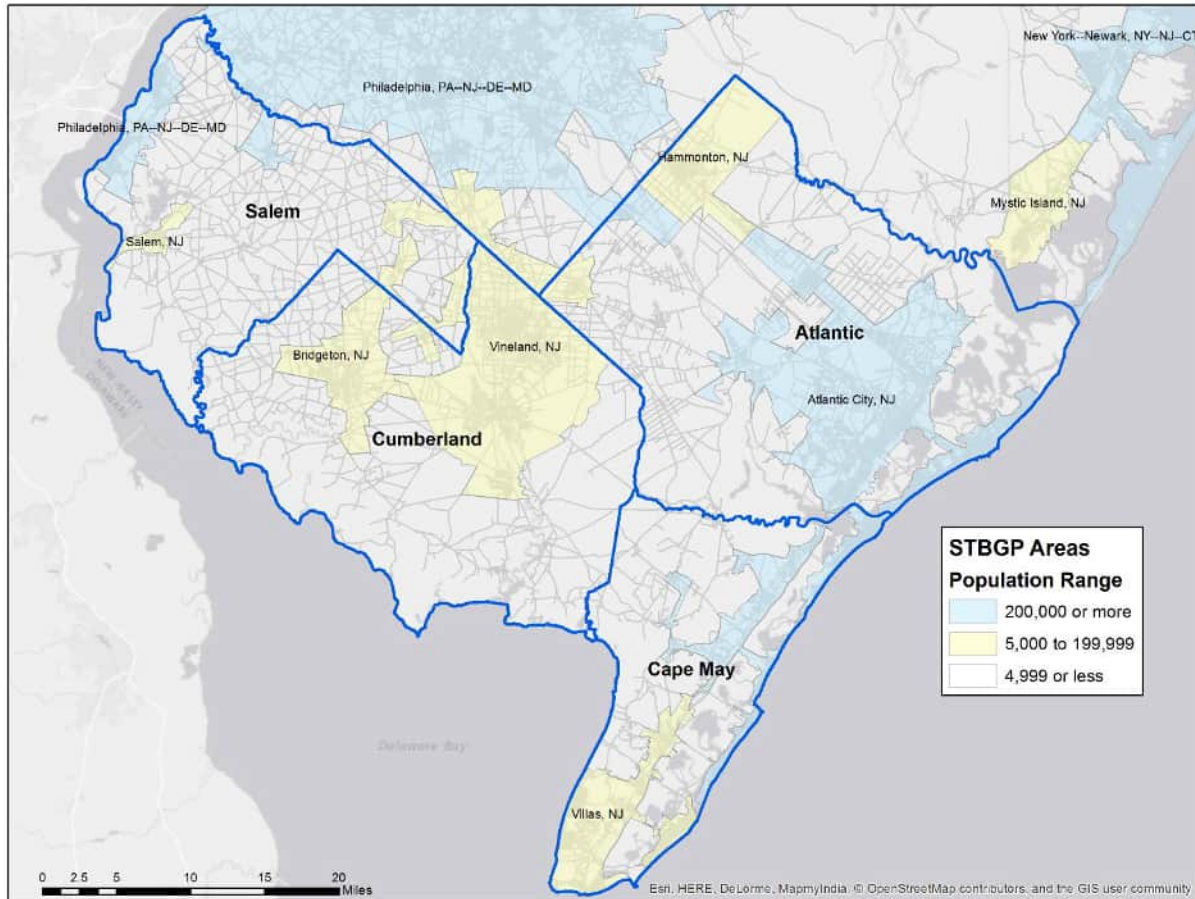
SJTPO has a Project Selection Process and ranking system that is used when needed to evaluate projects from a regional perspective. It sets criteria for selecting projects against seven categories:

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.

SJTPO's main funding source is the Surface Transportation Block Grant Program (STBGP). STBGP funding may be used on highway projects, bridge projects, transit capital projects, planning and research programs, and a variety of other eligible project types. STBGP funding is suballocated to areas of New Jersey based on their relative share of the State's population.

The SJTPO region is suballocated federal STBGP funds for the Atlantic City Urbanized area, which is comprised of the City of Atlantic City and the surrounding urbanized area, including portions of Cape May County. The map, on the following page, shows the boundaries of the Atlantic City Urbanized area as well as the two other STBGP areas. The areas are categorized in accordance with the surrounding population area. In addition to the suballocated funds (STBGP-AC), funds from two additional population areas, between 5,000 and 200,000 (STBGP-B5K200K), and less than 5,000 (STBGP-L5K) are also made available in the SJTPO region.



STBGP-AC – Each urbanized area of the State with a population equal to or greater than 200,000 receives funds based on the urbanized area’s share of the population. The Atlantic City Urbanized Area falls entirely within the SJTPO region and has a population of approximately 248,000 according to the U.S. Census Bureau. The Atlantic City Urbanized Area covers much of Atlantic County including Atlantic City, Absecon, Pleasantville, Ventnor City, Margate City, Longport, Brigantine, portions of Egg Harbor Township, and portions of Galloway Township. The Atlantic City Urbanized Area also covers portions of Cape May County including Ocean City, Sea Isle City, Avalon, Stone Harbor, and portions of Upper Township. This area is shaded light blue in the map above.

STBGP-B5K200K – This category of STBGP funding is available for areas of the State with a population of 5,000 to 199,999. In the SJTPO region, this includes Vineland, Bridgeton, Salem, Wildwood, Cape May, Villas, Hammonton, and other areas. Funding is not individually designated for the area within the SJTPO region; rather, the State receives one suballocation to use in all areas that fall within the population range. This area is shaded light yellow in the map above.

STBGP-L5K – This category of STBGP funding is available for rural areas of the State with a population less than 5,000. In the SJTPO region, this includes the rural areas of all four counties. This area is shown in white on the map.

While preparing the FY 2020-2029 TIP, SJTPO worked closely with project sponsors to ensure that projects were matched to the proper STBGP funding categories and that the appropriate amount of funding was being spent in each category in each year.

For other funding sources, project selection processes may differ based on the nature of the funding:

Local Safety Program – SJTPO provides federal funding for safety projects through the SJTPO Local Safety Program. Safety projects are funded through the federal Highway Safety Improvement Program (HSIP). The purpose of the HSIP is to achieve a significant reduction in fatalities and serious injuries on all public roads through a data-driven, strategic approach to improving highway safety. For more information on SJTPO's Local Safety Program, including the most up-to-date project selection process, please visit www.sjtpo.org/HSIP.

Traffic congestion and air quality – SJTPO provides federal Congestion Mitigation and Air Quality (CMAQ) funding for surface transportation projects that will reduce harmful emissions. Project selection is based largely on the air quality benefit of the project, along with cost-effectiveness and deliverability. For more information on SJTPO's CMAQ, including the most up-to-date project selection process, please visit www.sjtpo.org/CMAQ.

Transportation Alternatives Program (TAP) – SJTPO provides federal funding through the TAP for projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. Projects are selected based on promoting multimodal travel, providing regional or community benefits, providing safety and public health benefits, and more. For more information on New Jersey's TAP, including the most up-to-date project selection process, please visit www.sjtpo.org/TAP.

Safe Routes to School (SRTS) – SJTPO helps administrate NJDOT's Safe Routes to School program. The purpose of this program is to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy, active lifestyle from an early age. For more information on New Jersey's SRTS program, including the most up-to-date project selection process, please visit www.sjtpo.org/SRTS.

Both the TAP and SRTS programs are jointly administered by NJDOT and the MPOs.

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.” FHWA and 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](#) of 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 (FY 2020-2023) are strictly constrained to expected funding.

SJTPO’s ten-year TIP (2020-2029) 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 2020 through 2023. 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, 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 \$38.22 billion. This amount constitutes the funding expected to be available to support the full ten years of the FY 2020-2029 STIP. These revenue estimates were developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey’s three MPOs, in full consultation with FHWA and FTA, at a meeting held on December 4, 2018.

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 STBGP funds, some of which are required under a formula in SAFETEA-LU to be allocated to MPOs. Discussion of this suballocation of funds and the additional funding categories made available to SJTPO was made under the [Project Selection](#) section of this document.

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 (TTF).

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 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.

Transportation Conformity

All projects within the TIP are reviewed for its effect on air quality, and consequently its degree of conformity to air quality standards established by the U.S. Environmental Protection Agency (US EPA). 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 National Ambient Air Quality Standards (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” pollutants - VOCs (volatile organic compounds) and NOx (oxides of nitrogen) - for all applicable analysis years in the MPO region of the designated non-attainment area.

The purpose of the Transportation Conformity document is to demonstrate conformity of the FY 2020-2029 TIP and the RTP 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 RTP conform to the State Implementation Plan (SIPs) with regards to the respective motor vehicle emissions budgets in the corresponding implementation years. Adoption of the Transportation Conformity finding is considered along with the TIP. With this approval the Transportation Conformity finding officially becomes part of the approved TIP.

The conformity finding for this TIP is summarized in [Appendix A](#).

The Approved TIP

After the TIP is adopted by the SJTPO Policy Board, the approved documents and supporting resolutions are submitted to NJDOT, who in turn formally submits it to FHWA and FTA. FHWA and FTA in consultation with the US EPA will jointly approve the TIP and the Transportation Conformity finding, thus approving the projects in the TIP. The SJTPO TIP is then incorporated without modification into the final STIP, along with the TIPs of DVRPC and NJTPA.

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 (MOU), 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.

Performance-Based Planning

MAP-21 and subsequent (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 FHWA has issued three performance management rules to date:

Safety Performance Management Measures Rule (PM 1) – This rule was finalized in March 2016 and requires State DOTs and MPOs to set annual targets for five safety-related performance measures:

- 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)

Targets must be assessed by calculating the five-year rolling average for each performance measure. Projects in the SJTPO region are funded through the Local Safety Program and through NJDOT Projects and Programs using a data-driven approach to reduce both vehicular and non-motorized crashes. Projects are selected with emphasis on reducing fatal and serious injury crashes. Refer to [Appendix C1](#) for details on the Safety Performance Management Measures, including the targets established for New Jersey, and lists of projects and programs that contribute to the targets.

Pavement and Bridge Condition Performance Measures (PM 2) – This rule became effective in May 2017 and requires State DOTs and MPOs to establish targets for the condition of pavement and bridges on the National Highway System (NHS). The performance measures required are:

- Percentage of Interstate pavement in good condition
- Percentage of Interstate pavement in poor condition
- Percentage of non-Interstate NHS pavement in good condition
- Percentage of non-Interstate NHS pavement in poor condition
- Percentage of NHS bridge deck area in good condition
- Percentage of NHS bridge deck area in poor condition

Two-year and four-year targets must be set for each measure. NJDOT has programmed funding for many pavement and bridge projects on the NHS, including on NHS roadways in the SJTPO region. These projects are intended to improve NHS pavement condition and maintain bridges in a state of good repair. Refer to [Appendix C2](#) for details on the Pavement and Bridge Condition Performance Measures, including the targets established by New Jersey and lists of projects that contribute to the targets.

System Performance Measures (PM 3) – This rule became effective in May 2017 and requires State DOTs and MPOs to establish targets relating to travel time reliability, freight, traffic congestion, and emissions. The performance measures required are:

- Percentage of Person-Miles Traveled (PMT) on Interstates NHS with reliable travel times
- Percentage of PMT on non-Interstate NHS with reliable travel times
- Truck Travel Time Reliability Index
- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle travel
- Emission reduction targets measured in kilograms per day

Both SJTPO and NJDOT provide CMAQ funding for projects expected to contribute toward meeting these performance targets. Additionally, NJDOT maintains annual programs for Mobility and Congestion Relief that would also contribute toward system performance targets. Refer to [Appendix C3](#) for details on the System Performance Measures, including targets set by New Jersey for each of the measures, and lists of projects and programs that contribute toward reaching the performance targets.

In addition to the rules above, FTA has issued two performance management rules focused on public transportation.

Transit Asset Performance Measures – This rule became effective in October 2016. The rule requires transit agencies to monitor and manage public transportation assets, increase reliability and performance of transit travel, and to establish performance measures and targets. The following performance measures were established:

- Rolling Stock (Percent of revenue vehicles that have met or exceeded their useful life benchmark) – separate targets are established for each type of transit vehicle, including buses, rail cars, rail locomotives, etc.
- Equipment (Percent of service vehicles that have met or exceeded their useful life benchmark) – these targets are for non-revenue service vehicles, such as maintenance vehicles.
- Facility (Percent of facilities rated below 3 on the condition scale)
- Infrastructure (Percent of track segments with performance restrictions)

Many NJ TRANSIT programs contribute toward meeting the Transit Asset Performance targets by maintaining and updating rolling stock, service vehicles, facilities, and tracks. Refer to [Appendix C4](#) for details on Transit Asset Performance Measures, including targets established for New Jersey and progress made toward targets.

Public Transportation Safety Plan – This rule became effective in July 2019. It requires any provider of public transportation to develop a Public Transportation Agency Safety Plan (PTASP), with the following measures:

- Number of reportable fatalities by mode
- Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode
- Number of reportable injuries by mode
- Rate of reportable injuries per TVRM by mode
- Number of reportable safety events by mode
- Rate of reportable safety events per TVRM by mode
- Mean distance between major mechanical failures by mode

This PTASP including performance targets for each of the above measures must be set by July 2020.

Consultation and Coordination

Development of the TIP requires close collaboration with subregional planning partners, state agencies, and the public. Development of the upcoming TIP begins one year prior to the expected date of TIP adoption. Following adoption, SJTPO continues to collaborate with state and subregional partners to track project status and provide assistance with the federal authorization process.

At the beginning of the TIP development cycle, SJTPO works with subregional county and municipal partners to identify and prioritize projects for the TIP project pool. During this time, SJTPO works with NJDOT Capital Programming to forecast the availability of federal funding over the ten-year period of the TIP. SJTPO then works with NJDOT, NJ TRANSIT, and New Jersey's other MPOs to compile the Draft Statewide TIP. To demonstrate that the TIP will meet air quality standards mandated by the US EPA, SJTPO coordinates with US EPA, NJ Department of Environmental Protection (NJDEP), and other agencies during the Transportation Conformity process.

When the Draft TIP and Transportation Conformity are prepared, SJTPO begins a public involvement process to ensure that citizens, affected agencies, employees, private providers of transportation and other interested parties have an opportunity to comment on the proposed program. As noted in the Public Involvement Plan (PIP), SJTPO places public notice in area newspapers and to the SJTPO General Information e-list, copies of the Draft TIP and Transportation Conformity are sent to State Depository Libraries in each county, and the documents are also publicly hosted on SJTPO's website. Hard copies are also viewable at the SJTPO office. A 30-day public comment period is provided, during which a public meeting is held. All comments received during this process are summarized and incorporated into the final TIP.

Following TIP adoption, SJTPO works with the NJDOT Office of Local Aid to monitor the status of federally-funded projects throughout the TIP cycle.

TIP amendments and modifications can be initiated by NJDOT, or NJ TRANSIT, or an MPO at any time following TIP adoption. These agencies have adopted an MOU regarding Statewide Procedures for TIP/STIP Revisions. The MOU outlines the procedures to follow and coordination required for revisions. Final approval of each amendment or modification comes from FHWA and FTA.

Refer to [Appendix D](#) for more details on the consultation and coordination process, including the roles and responsibilities of all agencies involved in TIP development and an outline of key decision points.

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 PIP to ensure that citizens, affected agencies, employees, private providers of transportation and other interested parties have an opportunity to comment on the proposed program. These procedures are listed above, in the [Consultation and Coordination](#) section.

Major Projects Implemented

Federal planning regulations require that the TIP list major projects from the previous FY 2018-2021 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. As an example, SJTPO defines a “major project” as any highway project that has a total four-year program cost over \$10,000,000. Since time remains in the current federal fiscal year (FY 2019), others may be implemented before the year ends.

DBNUM	County	Project	Cost (in millions)	Status
14427	Atlantic	Route 30, Bridge over Beach Thorofare	\$2.0 DES; \$16.6 CON	CON phase still programmed for FY 2020. CON amount increased to \$18.3M
14428	Atlantic	Route 30, Bridge over Duck Thorofare	\$0.7 PE; \$1.0 DES; \$12.6 CON	All phases delayed; CON originally FY 2023, now programmed for FY 2026. New ROW phase added for FY 2022

16350	Atlantic	Route 30, Bridge over Newfound Thorofare	\$0.7 PE; \$1.0 DES; \$14.4 CON	Delayed; CON phase originally FY 2023, now programmed for FY 2027. CON amount increased to \$23.3M
11337	Atlantic	Route 30, Elmwood Rd/Weymouth Rd (CR623) to Haddon Ave.	\$23.4 CON	Construction contract scheduled to be awarded 10/24/2019. Substantial Completion scheduled for 1/12/2021
08371	Atlantic	Route 40, Atlantic County, Drainage	\$1.9 DES; \$1.0 ROW; \$10.9 CON	CON phase delayed from FY 2020 to FY 2021. CON amount increased to \$20M
11414	Salem	Route 130, Plant Street to High Hill Road (CR662)	\$0.96 ROW; \$9.5 CON	CON phase still programmed for FY 2020. CON amount increased to \$10.0M
12433	Atlantic	Route 322, Route 50 to Leipzig Avenue	\$12.5 CON	CON phase delayed from FY 2019 to FY 2020; CON amount increased to \$15.2M

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 PIP. 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, 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 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 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, 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, NJDOT would need to comply with applicable federal and New Jersey State law, including, where applicable, providing a revised air quality conformity determination to FHWA/FTA, and reimbursing 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 \$2 million to over \$397 million in value. The federal multi-year construction level peaks in FY 2026, with approximately \$333.2 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 NJDOT in its 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

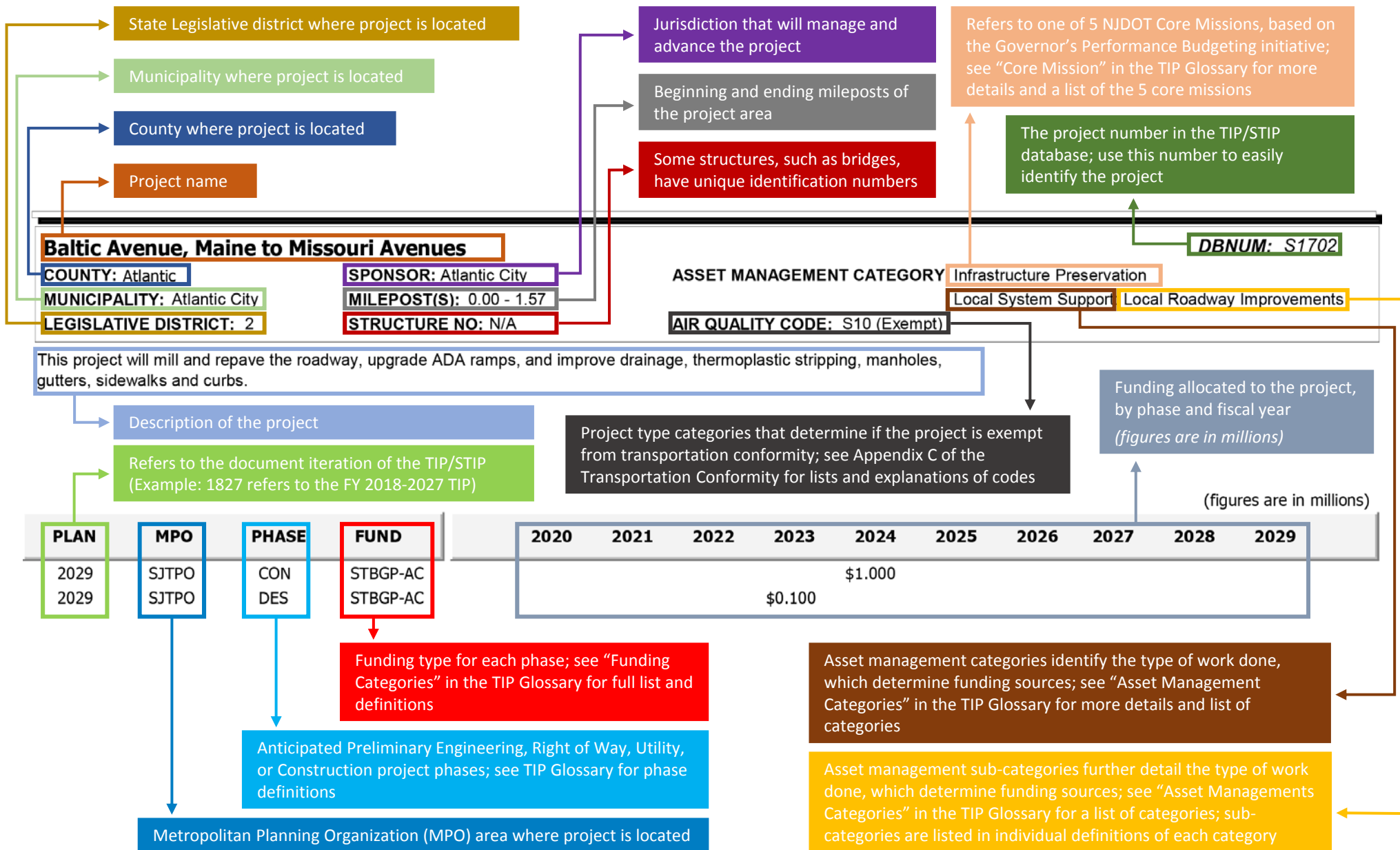


Table 1 Expenditures NJDOT & NJ TRANSIT (\$ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<u>NJDOT</u>											
Federal	\$1,067.8	\$1,085.6	\$1,095.7	\$1,122.0	\$1,135.8	\$1,162.6	\$1,190.0	\$1,218.1	\$1,246.9	\$1,276.5	\$11,600.9
Other	\$0.0	\$0.0	\$10.0	\$0.2	\$9.7	\$6.8	\$90.0	\$0.0	\$0.0	\$0.0	\$116.8
Transportation Trust Fund	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,365.0
<u>Subtotal NJDOT</u>	\$2,307.8	\$2,325.6	\$2,345.7	\$2,362.2	\$2,385.6	\$2,402.4	\$2,513.0	\$2,451.1	\$2,479.9	\$2,509.5	\$24,082.7
<u>NJ Transit</u>											
Federal	\$603.5	\$603.5	\$603.5	\$601.9	\$603.5	\$603.5	\$603.5	\$603.5	\$603.5	\$603.5	\$6,033.6
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	\$57.1	\$44.3	\$44.3	\$44.3	\$44.3	\$44.3	\$44.3	\$44.3	\$44.3	\$44.3	\$455.5
Transportation Trust Fund	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$766.9	\$767.0	\$767.0	\$767.0	\$7,635.0
<u>Subtotal NJ Transit</u>	\$1,422.5	\$1,409.7	\$1,409.7	\$1,408.1	\$1,409.7	\$1,416.7	\$1,416.6	\$1,416.7	\$1,416.7	\$1,416.7	\$14,143.1
<u>Total</u>	\$3,730.2	\$3,735.3	\$3,755.3	\$3,770.3	\$3,795.3	\$3,819.1	\$3,929.6	\$3,867.8	\$3,896.6	\$3,926.2	\$38,225.8

Table 2
NJDOT Resources
(\$ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Federal</i>											
FHWA: CMAQ	\$34.7	\$36.8	\$39.0	\$41.2	\$43.4	\$45.7	\$48.1	\$50.4	\$52.9	\$55.3	\$447.6
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	\$2.7	\$2.6	\$3.6	\$12.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$21.1
FHWA: NHFP	\$35.2	\$37.2	\$39.3	\$41.6	\$43.9	\$46.5	\$49.1	\$51.9	\$54.9	\$58.1	\$457.6
FHWA: NHPP	\$571.4	\$582.9	\$594.7	\$606.7	\$618.9	\$631.4	\$644.1	\$657.1	\$670.3	\$683.8	\$6,261.2
FHWA: Off System Bridge	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$325.0
FHWA: Other Funds	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$13.8
FHWA: Rail-Hwy Crossing	\$34.1	\$27.9	\$12.2	\$4.4	\$4.5	\$4.6	\$4.8	\$4.9	\$5.0	\$5.1	\$107.6
FHWA: Safety	\$59.2	\$61.1	\$63.1	\$65.1	\$67.2	\$69.4	\$71.6	\$73.9	\$76.3	\$78.7	\$685.8
FHWA: SPR/PL	\$35.1	\$35.9	\$36.6	\$37.4	\$38.2	\$39.0	\$39.9	\$40.7	\$41.6	\$42.5	\$386.9
FHWA: STBGP-DVRPC	\$24.0	\$24.5	\$25.1	\$25.8	\$26.4	\$27.0	\$27.7	\$28.3	\$29.0	\$29.7	\$267.5
FHWA: STBGP-NJTPA	\$102.7	\$105.2	\$107.7	\$110.4	\$113.0	\$115.8	\$118.6	\$121.4	\$124.3	\$127.3	\$1,146.3
FHWA: STBGP-SJTPO	\$4.1	\$4.2	\$4.3	\$4.4	\$4.5	\$4.6	\$4.7	\$4.9	\$5.0	\$5.1	\$45.9
FHWA: STBGP-Statewide	\$105.4	\$108.0	\$110.7	\$113.3	\$116.1	\$118.9	\$121.8	\$124.7	\$127.7	\$130.7	\$1,177.3
FHWA: TA	\$17.3	\$17.4	\$17.6	\$17.7	\$17.8	\$17.9	\$18.0	\$18.1	\$18.2	\$18.4	\$178.4
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
<i>Subtotal Federal</i>	\$1,067.8	\$1,085.6	\$1,095.7	\$1,122.0	\$1,135.8	\$1,162.6	\$1,190.0	\$1,218.1	\$1,246.9	\$1,276.5	\$11,600.9
<i>Other</i>											
Other Funds	\$0.0	\$0.0	\$10.0	\$0.2	\$9.7	\$6.8	\$90.0	\$0.0	\$0.0	\$0.0	\$116.8
<i>Subtotal Other</i>	\$0.0	\$0.0	\$10.0	\$0.2	\$9.7	\$6.8	\$90.0	\$0.0	\$0.0	\$0.0	\$116.8
<i>TTF</i>											
State: TTF	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,365.0
<i>Subtotal TTF</i>	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,365.0
<i>NJDOT Total</i>	\$2,307.8	\$2,325.6	\$2,345.7	\$2,362.2	\$2,385.6	\$2,402.4	\$2,513.0	\$2,451.1	\$2,479.9	\$2,509.5	\$24,082.7

Table 3
NJDOT Expenditures
(\$ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Federal</i>											
FHWA: CMAQ	\$33.2	\$24.2	\$31.2	\$41.7	\$30.2	\$37.7	\$67.4	\$28.2	\$30.2	\$28.2	\$351.7
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	\$8.4	\$1.6	\$3.8	\$12.1	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$27.4
FHWA: NHFP	\$31.4	\$32.7	\$35.2	\$32.8	\$46.2	\$42.7	\$45.3	\$48.2	\$51.1	\$54.3	\$419.8
FHWA: NHPP	\$506.7	\$556.7	\$544.6	\$576.2	\$577.4	\$599.9	\$636.2	\$685.0	\$732.9	\$755.8	\$6,171.5
FHWA: Off System Bridge	\$33.6	\$33.0	\$37.4	\$26.0	\$25.3	\$40.1	\$29.5	\$29.5	\$29.5	\$29.5	\$313.3
FHWA: Other Funds	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$13.8
FHWA: Rail-Hwy Crossing	\$34.1	\$27.9	\$12.2	\$4.4	\$4.5	\$4.6	\$4.8	\$4.9	\$5.0	\$5.1	\$107.6
FHWA: Safety	\$55.1	\$49.6	\$57.6	\$46.2	\$43.2	\$64.0	\$49.2	\$57.6	\$42.7	\$42.7	\$507.9
FHWA: SPR/PL	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$360.1
FHWA: STBGP-DVRPC	\$26.5	\$29.7	\$30.6	\$28.0	\$28.4	\$29.2	\$29.7	\$30.5	\$31.0	\$31.9	\$295.6
FHWA: STBGP-NJTPA	\$102.0	\$104.4	\$107.0	\$109.6	\$112.2	\$115.0	\$117.7	\$120.6	\$123.4	\$126.4	\$1,138.3
FHWA: STBGP-SJTPO	\$4.1	\$4.2	\$4.3	\$4.4	\$4.5	\$4.6	\$4.7	\$4.9	\$5.0	\$5.1	\$45.9
FHWA: STBGP-Statewide	\$169.6	\$158.3	\$168.5	\$177.3	\$198.9	\$161.2	\$141.8	\$145.0	\$132.2	\$133.5	\$1,586.3
FHWA: TA	\$17.3	\$17.4	\$17.6	\$17.7	\$17.8	\$17.9	\$18.0	\$18.1	\$18.2	\$18.4	\$178.4
FTA: SPR/PL	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$43.4
<i>Subtotal Federal</i>	\$1,067.8	\$1,085.6	\$1,095.7	\$1,122.0	\$1,135.8	\$1,162.6	\$1,190.0	\$1,218.1	\$1,246.9	\$1,276.5	\$11,600.9
<i>Other</i>											
Other Funds	\$0.0	\$0.0	\$10.0	\$0.2	\$9.7	\$6.8	\$90.0	\$0.0	\$0.0	\$0.0	\$116.8
<i>Subtotal Other</i>	\$0.0	\$0.0	\$10.0	\$0.2	\$9.7	\$6.8	\$90.0	\$0.0	\$0.0	\$0.0	\$116.8
<i>TTF</i>											
State: TTF	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,365.0
<i>Subtotal TTF</i>	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,365.0
<i>NJDOT Total</i>	\$2,307.8	\$2,325.6	\$2,345.7	\$2,362.2	\$2,385.6	\$2,402.4	\$2,513.0	\$2,451.1	\$2,479.9	\$2,509.5	\$24,082.7

Table 4 NJ TRANSIT Resources (\$ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Federal</i>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$750.0
FHWA: High Priority	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
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	\$308.3	\$308.3	\$308.3	\$306.7	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$3,081.0
FTA: Section 5310	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$73.0
FTA: Section 5311	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$43.0
FTA: Section 5324	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FTA: Section 5337	\$191.9	\$191.9	\$191.9	\$192.0	\$192.0	\$192.0	\$192.0	\$192.0	\$192.0	\$192.0	\$1,919.5
FTA: Section 5339	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$157.0
FTA: Section 5339/5307	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<i>Subtotal Federal</i>	\$603.5	\$603.5	\$603.5	\$601.9	\$603.5	\$603.5	\$603.5	\$603.5	\$603.5	\$603.5	\$6,033.6
<i>Other</i>											
Casino Revenue	\$18.5	\$18.6	\$18.6	\$18.6	\$18.6	\$18.6	\$18.6	\$18.6	\$18.6	\$18.6	\$185.8
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
Other Funds	\$37.9	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$262.9
<i>Subtotal Other</i>	\$59.0	\$46.2	\$46.2	\$46.2	\$46.2	\$46.2	\$46.2	\$46.2	\$46.2	\$46.2	\$474.5
<i>TTF</i>											
Transportation Trust Fund	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$766.9	\$767.0	\$767.0	\$767.0	\$7,635.0
<i>Subtotal TTF</i>	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$766.9	\$767.0	\$767.0	\$767.0	\$7,635.0
<i>NJ Transit Total</i>	\$1,422.5	\$1,409.7	\$1,409.7	\$1,408.1	\$1,409.7	\$1,416.7	\$1,416.6	\$1,416.7	\$1,416.7	\$1,416.7	\$14,143.1

Table 5
NJ TRANSIT Expenditures
(\$ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<u>Federal</u>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$750.0
FHWA: High Priority	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
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	\$308.3	\$308.3	\$308.3	\$306.7	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$3,081.0
FTA: Section 5310	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$7.3	\$73.0
FTA: Section 5311	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$43.0
FTA: Section 5324	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FTA: Section 5337	\$191.9	\$191.9	\$191.9	\$192.0	\$192.0	\$192.0	\$192.0	\$192.0	\$192.0	\$192.0	\$1,919.5
FTA: Section 5339	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$157.0
FTA: Section 5339/5307	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<i>Subtotal Federal</i>	\$603.5	\$603.5	\$603.5	\$601.9	\$603.5	\$603.5	\$603.5	\$603.5	\$603.5	\$603.5	\$6,033.6
<u>Other</u>											
Casino Revenue	\$18.5	\$18.6	\$18.6	\$18.6	\$18.6	\$18.6	\$18.6	\$18.6	\$18.6	\$18.6	\$185.8
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
Other Funds	\$37.9	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$262.9
<i>Subtotal Other</i>	\$59.0	\$46.2	\$46.2	\$46.2	\$46.2	\$46.2	\$46.2	\$46.2	\$46.2	\$46.2	\$474.5
<u>TTF</u>											
Transportation Trust Fund	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$766.9	\$767.0	\$767.0	\$767.0	\$7,635.0
<i>Subtotal TTF</i>	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$766.9	\$767.0	\$767.0	\$767.0	\$7,635.0
<i>NJ Transit Total</i>	\$1,422.5	\$1,409.7	\$1,409.7	\$1,408.1	\$1,409.7	\$1,416.7	\$1,416.6	\$1,416.7	\$1,416.7	\$1,416.7	\$14,143.1

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

MPO	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total	Subtotal(%)	Total(%)
<i>MPO Distribution</i>													
DVRPC	\$265.6	\$300.3	\$267.3	\$246.3	\$399.4	\$238.2	\$293.7	\$178.8	\$153.6	\$166.2	\$2,509.3	20.5%	10.4%
NJTPA	\$770.9	\$807.4	\$863.1	\$893.8	\$783.3	\$904.7	\$947.1	\$1,002.5	\$966.8	\$884.2	\$8,823.7	72.2%	36.6%
SJTPO	\$119.4	\$116.1	\$82.5	\$78.2	\$64.6	\$93.9	\$75.5	\$100.5	\$71.2	\$86.0	\$887.8	7.3%	3.7%
<i>Subtotal MPO</i>	<i>\$1,156.0</i>	<i>\$1,223.7</i>	<i>\$1,212.9</i>	<i>\$1,218.3</i>	<i>\$1,247.4</i>	<i>\$1,236.7</i>	<i>\$1,316.3</i>	<i>\$1,281.8</i>	<i>\$1,191.5</i>	<i>\$1,136.3</i>	<i>\$12,220.8</i>	<i>100.0%</i>	<i>50.7%</i>
<i>Statewide Distribution</i>													
Statewide	\$1,151.8	\$1,101.9	\$1,132.8	\$1,143.9	\$1,138.2	\$1,165.6	\$1,196.7	\$1,169.4	\$1,288.4	\$1,373.1	\$11,861.9	100.0%	49.3%
<i>Subtotal Statewide</i>	<i>\$1,151.8</i>	<i>\$1,101.9</i>	<i>\$1,132.8</i>	<i>\$1,143.9</i>	<i>\$1,138.2</i>	<i>\$1,165.6</i>	<i>\$1,196.7</i>	<i>\$1,169.4</i>	<i>\$1,288.4</i>	<i>\$1,373.1</i>	<i>\$11,861.9</i>	<i>100.0%</i>	<i>49.3%</i>
Total	\$2,307.8	\$2,325.6	\$2,345.7	\$2,362.2	\$2,385.6	\$2,402.4	\$2,513.0	\$2,451.1	\$2,479.9	\$2,509.5	\$24,082.7		100.0%

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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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<u>NJDOT</u>											
FHWA: CMAQ	\$4.0	\$2.0	\$4.0	\$12.5	\$4.0	\$11.5	\$17.2	\$2.0	\$4.0	\$2.0	\$63.2
FHWA: NHFP	\$31.4	\$32.7	\$35.2	\$32.8	\$43.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$175.1
FHWA: NHPP	\$97.6	\$112.4	\$107.8	\$91.2	\$194.9	\$125.6	\$172.1	\$78.0	\$50.3	\$64.0	\$1,093.9
FHWA: Off System Bridge	\$20.4	\$24.0	\$12.6	\$0.0	\$0.5	\$3.7	\$0.0	\$0.0	\$0.0	\$0.0	\$61.1
FHWA: Rail-Hwy Crossing	\$4.1	\$2.8	\$1.6	\$1.0	\$1.0	\$1.1	\$1.1	\$1.1	\$1.1	\$1.2	\$16.1
FHWA: Safety	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$9.5	\$3.0	\$3.0	\$3.0	\$36.5
FHWA: SPR/PL	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.4
FHWA: STBGP-DVRPC	\$26.5	\$29.7	\$30.6	\$28.0	\$28.4	\$29.2	\$29.7	\$30.5	\$31.0	\$31.9	\$295.6
FHWA: STBGP-Statewide	\$5.0	\$7.7	\$2.0	\$9.9	\$58.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$92.6
FHWA: TA	\$1.4	\$1.4	\$1.4	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$14.7
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
Transportation Trust Fund	\$69.0	\$81.2	\$65.8	\$63.3	\$62.0	\$57.4	\$57.4	\$57.4	\$57.4	\$57.4	\$628.2
<u>Total NJDOT</u>	\$265.6	\$300.3	\$267.3	\$246.3	\$399.4	\$238.2	\$293.7	\$178.8	\$153.6	\$166.2	\$2,509.3

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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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.8	\$4.4	\$4.4	\$4.4	\$4.4	\$21.3
FHWA: STP-Enhancement	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$2.3
FTA: Section 5307	\$37.9	\$38.5	\$41.4	\$38.1	\$47.5	\$45.3	\$45.3	\$47.4	\$47.4	\$47.4	\$436.0
FTA: Section 5310	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$16.8
FTA: Section 5311	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.9
FTA: Section 5337	\$10.9	\$10.9	\$11.3	\$11.1	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$118.0
FTA: Section 5339	\$0.7	\$0.0	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$29.6
FTA: Section 5339/5307	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Casino Revenue	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$42.7
Match Funds	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
Transportation Trust Fund	\$64.2	\$60.9	\$67.4	\$92.2	\$83.5	\$80.6	\$82.0	\$83.7	\$84.7	\$84.7	\$783.8
<i>Total NJ Transit</i>	<i>\$121.4</i>	<i>\$117.9</i>	<i>\$131.3</i>	<i>\$152.6</i>	<i>\$154.5</i>	<i>\$153.1</i>	<i>\$155.2</i>	<i>\$158.9</i>	<i>\$159.9</i>	<i>\$159.9</i>	<i>\$1,464.8</i>
<i>Total</i>	<i>\$387.0</i>	<i>\$418.2</i>	<i>\$398.6</i>	<i>\$398.9</i>	<i>\$553.9</i>	<i>\$391.3</i>	<i>\$448.8</i>	<i>\$337.7</i>	<i>\$313.5</i>	<i>\$326.1</i>	<i>\$3,974.2</i>

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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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<u>NJDOT</u>											
FHWA: CMAQ	\$7.5	\$7.5	\$13.5	\$10.5	\$7.5	\$7.5	\$31.5	\$7.5	\$7.5	\$7.5	\$108.0
FHWA: High Priority	\$8.4	\$1.6	\$3.8	\$12.1	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$27.4
FHWA: NHFP	\$0.0	\$0.0	\$0.0	\$0.0	\$3.2	\$42.7	\$45.3	\$48.2	\$51.1	\$54.3	\$244.7
FHWA: NHPP	\$238.6	\$284.4	\$301.0	\$342.2	\$263.2	\$322.3	\$292.3	\$434.0	\$440.7	\$425.3	\$3,344.0
FHWA: Off System Bridge	\$10.2	\$6.0	\$10.4	\$22.7	\$21.8	\$23.0	\$22.0	\$22.0	\$22.0	\$22.0	\$182.0
FHWA: Rail-Hwy Crossing	\$14.0	\$12.8	\$6.3	\$3.1	\$3.2	\$3.2	\$3.3	\$3.4	\$3.5	\$3.6	\$56.4
FHWA: Safety	\$27.7	\$24.0	\$32.0	\$20.0	\$17.5	\$36.8	\$17.0	\$26.0	\$17.0	\$17.0	\$234.9
FHWA: SPR/PL	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$98.9
FHWA: STBGP-NJTPA	\$102.0	\$104.4	\$107.0	\$109.6	\$112.2	\$115.0	\$117.7	\$120.6	\$123.4	\$126.4	\$1,138.3
FHWA: STBGP-Statewide	\$12.3	\$11.5	\$40.3	\$39.6	\$10.0	\$29.5	\$10.0	\$22.9	\$10.0	\$10.0	\$195.9
FHWA: TA	\$6.1	\$6.2	\$6.2	\$6.2	\$6.3	\$6.3	\$6.4	\$6.4	\$6.4	\$6.5	\$63.0
FTA: SPR/PL	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$31.7
Other Funds	\$0.0	\$0.0	\$10.0	\$0.2	\$9.7	\$6.8	\$90.0	\$0.0	\$0.0	\$0.0	\$116.8
Transportation Trust Fund	\$331.1	\$336.1	\$319.7	\$314.6	\$314.1	\$298.5	\$298.5	\$298.5	\$272.0	\$198.5	\$2,981.8
<i>Total NJDOT</i>	\$770.9	\$807.4	\$863.1	\$893.8	\$783.3	\$904.7	\$947.1	\$1,002.5	\$966.8	\$884.2	\$8,823.7

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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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$70.5	\$69.7	\$69.7	\$69.7	\$69.7	\$724.2
FHWA: High Priority	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA: STP-Enhancement	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.0
FTA: Section 5307	\$258.6	\$257.8	\$254.1	\$256.9	\$246.0	\$248.9	\$248.9	\$246.2	\$246.2	\$246.2	\$2,509.9
FTA: Section 5310	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$5.1	\$51.1
FTA: Section 5311	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.1
FTA: Section 5324	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FTA: Section 5337	\$178.6	\$178.6	\$178.1	\$178.4	\$176.9	\$176.9	\$176.9	\$176.9	\$176.9	\$176.9	\$1,775.2
FTA: Section 5339	\$14.8	\$15.7	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$118.4
Casino Revenue	\$13.0	\$13.0	\$13.0	\$13.0	\$13.0	\$13.0	\$13.0	\$13.0	\$13.0	\$13.0	\$130.0
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
Other Funds	\$37.9	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$262.9
Transportation Trust Fund	\$678.8	\$682.9	\$674.9	\$642.0	\$653.7	\$664.5	\$662.7	\$660.6	\$659.3	\$659.3	\$6,638.7
<i>Total NJ Transit</i>	<i>\$1,267.4</i>	<i>\$1,258.8</i>	<i>\$1,242.0</i>	<i>\$1,212.1</i>	<i>\$1,211.5</i>	<i>\$1,220.6</i>	<i>\$1,218.1</i>	<i>\$1,213.2</i>	<i>\$1,211.9</i>	<i>\$1,211.9</i>	<i>\$12,267.7</i>
Total	\$2,038.4	\$2,066.2	\$2,105.1	\$2,105.9	\$1,994.8	\$2,125.4	\$2,165.2	\$2,215.7	\$2,178.7	\$2,096.1	\$21,091.4

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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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<u>NJDOT</u>											
FHWA: CMAQ	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
FHWA: NHPP	\$40.8	\$34.7	\$7.6	\$19.6	\$5.0	\$29.7	\$19.6	\$39.3	\$16.0	\$30.1	\$242.4
FHWA: Off System Bridge	\$0.0	\$0.0	\$11.5	\$0.3	\$0.0	\$6.5	\$0.0	\$0.0	\$0.0	\$0.0	\$18.2
FHWA: Rail-Hwy Crossing	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.4	\$3.2
FHWA: Safety	\$3.8	\$2.0	\$2.0	\$2.6	\$2.0	\$3.5	\$2.0	\$7.9	\$2.0	\$2.0	\$29.7
FHWA: SPR/PL	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.7
FHWA: STBGP-SJTPO	\$4.1	\$4.2	\$4.3	\$4.4	\$4.5	\$4.6	\$4.7	\$4.9	\$5.0	\$5.1	\$45.9
FHWA: STBGP-Statewide	\$27.6	\$27.8	\$14.5	\$9.2	\$11.0	\$9.9	\$9.8	\$10.2	\$10.0	\$10.5	\$140.5
FHWA: TA	\$0.2	\$0.2	\$0.2	\$0.2	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.5
FTA: SPR/PL	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$4.6
Transportation Trust Fund	\$39.1	\$43.3	\$38.6	\$38.1	\$38.1	\$35.7	\$35.4	\$34.2	\$34.2	\$34.2	\$371.0
<u>Total NJDOT</u>	\$119.4	\$116.1	\$82.5	\$78.2	\$64.6	\$93.9	\$75.5	\$100.5	\$71.2	\$86.0	\$887.8

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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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$4.5
FHWA: STP-Enhancement	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.7
FTA: Section 5307	\$11.7	\$12.0	\$12.8	\$11.7	\$14.7	\$14.0	\$14.0	\$14.7	\$14.7	\$14.7	\$135.1
FTA: Section 5310	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.1
FTA: Section 5311	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$3.0
FTA: Section 5337	\$2.4	\$2.4	\$2.5	\$2.5	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$26.3
FTA: Section 5339	\$0.2	\$0.0	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$9.0
Casino Revenue	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$13.0
Match Funds	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.3
Transportation Trust Fund	\$16.9	\$16.2	\$17.6	\$25.8	\$22.8	\$22.0	\$22.3	\$22.8	\$23.1	\$23.1	\$212.5
<i>Total NJ Transit</i>	\$33.6	\$33.0	\$36.4	\$43.4	\$43.7	\$42.9	\$43.3	\$44.5	\$44.9	\$44.9	\$410.6
<i>Total</i>	\$153.0	\$149.0	\$118.9	\$121.6	\$108.3	\$136.8	\$118.8	\$145.1	\$116.0	\$130.8	\$1,298.3

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

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$19.8	\$12.8	\$11.8	\$16.8	\$16.8	\$16.8	\$16.8	\$16.8	\$16.8	\$16.8	\$161.5
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: NHPP	\$129.7	\$125.3	\$128.2	\$123.2	\$114.3	\$122.3	\$152.2	\$133.7	\$226.0	\$236.4	\$1,491.3
FHWA: Off System Bridge	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$7.0	\$7.5	\$7.5	\$7.5	\$7.5	\$52.0
FHWA: Other Funds	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$13.8
FHWA: Rail-Hwy Crossing	\$15.8	\$12.0	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.8
FHWA: Safety	\$20.7	\$20.7	\$20.7	\$20.7	\$20.7	\$20.7	\$20.7	\$20.7	\$20.7	\$20.7	\$206.8
FHWA: SPR/PL	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$225.1
FHWA: STBGP-Statewide	\$124.7	\$111.3	\$111.8	\$118.7	\$119.9	\$119.8	\$120.1	\$109.9	\$110.2	\$110.9	\$1,157.3
FHWA: TA	\$9.5	\$9.6	\$9.7	\$9.7	\$9.8	\$9.9	\$9.9	\$10.0	\$10.0	\$10.1	\$98.3
Transportation Trust Fund	\$800.8	\$779.4	\$815.8	\$824.0	\$825.8	\$841.4	\$841.7	\$842.9	\$869.4	\$942.9	\$8,384.1
<i>Total NJDOT</i>	<i>\$1,151.8</i>	<i>\$1,101.9</i>	<i>\$1,132.8</i>	<i>\$1,143.9</i>	<i>\$1,138.2</i>	<i>\$1,165.6</i>	<i>\$1,196.7</i>	<i>\$1,169.4</i>	<i>\$1,288.4</i>	<i>\$1,373.1</i>	<i>\$11,861.9</i>

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

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<u>Federal Funds</u>															
Active Traffic Management System (ATMS) (DBNUM: 13303; UPC: 133030)															
	Statewide	CON	CMAQ		\$6.000										\$6.000
	Statewide	ERC	CMAQ		\$3.000	\$1.000									\$4.000
Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DBNUM: D1710; UPC: 173920)															
	DVRPC	CON	STBGP-TRENTON			\$4.230	\$5.153	\$4.478	\$5.406	\$4.537	\$5.670	\$4.806	\$4.135		\$38.415
Project Management Improvement Initiative Support (DBNUM: 17337; UPC: 173370)															
	Statewide	DES	NHPP		\$0.873										\$0.873
Trenton Amtrak Bridges (DBNUM: 99362; UPC: 993620)															
	DVRPC	CON	STBGP-TRENTON										\$1.811	\$5.088	\$6.899
Route 3 & Route 495 Interchange (DBNUM: 12386; UPC: 123860)															
	NJTPA	CON	NHPP									\$43.150	\$59.000	\$42.000	\$144.150
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B (DBNUM: 059B; UPC: 123020)															
	NJTPA	CON	NHPP		\$70.459	\$35.950	\$35.450	\$26.441							\$168.300
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad (DBNUM: 065C; UPC: 078044)															
	NJTPA	CON	NHPP				\$23.100	\$23.000							\$46.100
Route 4, Hackensack River Bridge (DBNUM: 02346; UPC: 023460)															
	NJTPA	CON	NHPP							\$36.850	\$36.850				\$73.700
Route 7, Kearny, Drainage Improvements (DBNUM: 93186; UPC: 950652)															
	NJTPA	CON	NHPP				\$25.000	\$21.000	\$25.000						\$71.000
Route 15 Corridor, Rockfall Mitigation (DBNUM: 15441; UPC: 154410)															
	NJTPA	CON	NHPP							\$5.000	\$13.000	\$2.000			\$20.000
Route 18, East Brunswick, Drainage and Pavement Rehabilitation (DBNUM: 10354; UPC: 103540)															
	NJTPA	CON	NHPP			\$19.000	\$18.200								\$37.200
Route 20, Paterson Safety, Drainage and Resurfacing (DBNUM: 08372; UPC: 083720)															
	NJTPA	CON	NHPP				\$13.200	\$13.000							\$26.200

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

Project Name (ID #)MPO Phase Fund	Prior FYs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Route 22, Chestnut Street Bridge Replacement (CR 626) (DBNUM: 04361; UPC: 043610)												
NJTPA CON NHPP		\$14.700	\$14.000									\$28.700
Route 22/Route 82/Garden State Parkway Interchange (DBNUM: 658A; UPC: 058002)												
NJTPA CON NHPP						\$8.000	\$23.500					\$31.500
Route 23 Rockfall Mitigation, West Milford Township (DBNUM: 16324; UPC: 163240)												
NJTPA CON NHPP								\$13.000	\$12.000			\$25.000
Route 23, Bridge over Pequannock River / Hamburg Turnpike (DBNUM: 08347; UPC: 083470)												
NJTPA CON NHPP								\$31.300	\$22.000			\$53.300
Route 29, Rockfall Mitigation, Kingwood Twp (DBNUM: 11413B; UPC: 158020)												
NJTPA CON NHPP				\$8.000	\$10.000	\$12.000						\$30.000
Route 29, Rockfall Mitigation, West Amwell & Lambertville (DBNUM: 15443; UPC: 154430)												
NJTPA CON NHPP								\$5.000	\$5.000	\$10.000		\$20.000
Route 34, CR 537 to Washington Ave., Pavement (DBNUM: 11307; UPC: 113070)												
NJTPA CON NHPP								\$30.000	\$30.000	\$30.000		\$90.000
Route 70, Route 38 to Cooper Avenue (DBNUM: 11338; UPC: 113380)												
DVRPC CON NHPP								\$46.000	\$100.000			\$146.000
Route 71, Bridge over NJ Transit (NJCL) (DBNUM: 15449; UPC: 154490)												
NJTPA CON STBGP-OS-BRDG								\$14.047	\$21.953			\$36.000
Route 71, Bridge over Shark River (DBNUM: 16316; UPC: 163160)												
NJTPA CON STBGP-OS-BRDG										\$22.000	\$22.000	\$44.000
Route 73 and Ramp G, Bridge over Route 130 (DBNUM: 16342; UPC: 163420)												
DVRPC CON NHPP						\$10.000	\$10.000	\$10.000				\$30.000
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections (DBNUM: 12380; UPC: 123800)												
DVRPC CON NHPP								\$33.200	\$33.000			\$66.200

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

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Route 76, Bridges over Route 130 (DBNUM: 11326A; UPC: 148090)															
	DVRPC	CON	STBGP-OS-BRDG		\$19.147	\$23.929	\$9.706								\$52.782
Route 76/676 Bridges and Pavement (DBNUM: 11326; UPC: 113260)															
	DVRPC	CON	NHPP					\$30.000	\$57.000	\$30.000					\$117.000
Route 78 Rockfall Mitigation, Bethlehem Township (DBNUM: 15338; UPC: 153380)															
	NJTPA	CON	NHPP		\$9.000	\$11.000	\$11.000								\$31.000
Route 80, Bridges over Howard Boulevard (CR 615) (DBNUM: 15351; UPC: 153510)															
	NJTPA	CON	NHPP					\$14.300	\$14.300						\$28.600
Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) (DBNUM: 11415; UPC: 114150)															
	NJTPA	DES	NHPP				\$10.000	\$18.241							\$28.241
	NJTPA	CON	NHFP-HWY							\$42.677	\$45.338	\$48.151	\$51.126	\$54.271	\$241.563
	NJTPA	CON	NHPP							\$37.323	\$34.662	\$31.846	\$28.874	\$23.329	\$156.034
Route 80, Route 15 Interchange (DBNUM: 93139; UPC: 950442)															
	NJTPA	CON	NHPP						\$25.000	\$25.000	\$19.500				\$69.500
Route 80, WB Rockfall Mitigation, Hardwick Township (DBNUM: 09545; UPC: 095450)															
	NJTPA	CON	NHPP				\$8.000	\$10.000	\$18.000	\$15.000	\$7.000				\$58.000
Route 130, Bridge over Big Timber Creek (DBNUM: 14426; UPC: 144260)															
	DVRPC	CON	NHPP						\$19.086	\$19.100					\$38.186
Route 206, Valley Road to Brown Avenue (DBNUM: 780A; UPC: 108021)															
	NJTPA	CON	NHPP		\$15.000	\$15.000	\$16.000								\$46.000
Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit (DBNUM: 12318; UPC: 123180)															
	NJTPA	CON	NHPP		\$20.330	\$4.920									\$25.250

Table 11

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

Project Name (ID #)MPO Phase Fund	Prior FYs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Route 295/42, Missing Moves, Bellmawr (DBNUM: 355A; UPC: 950541)												
DVRPC CON NHFP-HWY	\$53.000	\$31.387										\$84.387
DVRPC CON NHPP			\$53.613	\$60.000								\$113.613
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)												
DVRPC CON NHFP-HWY			\$32.749	\$34.528	\$31.780	\$37.000						\$136.057
DVRPC CON NHPP			\$12.821	\$15.472	\$43.220	\$13.000						\$84.513
Federal Multi-year Funding Total	\$130.3	\$98.5	\$243.8	\$245.6	\$237.1	\$254.8	\$332.0	\$332.2	\$260.3	\$242.9	\$176.7	\$2,554.3

Table 12

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

Project Name (ID #)	MPO Phase	Fund	Prior FYs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
PANY&NJ-NJDOT Project Program (DBNUM: 11407; UPC: 114070)														
	NJTPA	ERC	STATE	\$98.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$73.500		\$871.500
State Multi-year Funding Total				\$0.0	\$98.0	\$100.0	\$100.0	\$100.0	\$100.0	\$100.0	\$100.0	\$73.5	\$0.0	\$871.5

Table 13

NJ TRANSIT Federal Equipment Lease Payments (\$ millions)

Project Name (ID #)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<hr/>											
Bus Acquisition Program (DBNUM: T111)											
<i>Note: Annual lease payments for 192 Cruiser buses through FY 2020.</i>											
	\$14.038										\$14.038
<hr/>											
Rail Rolling Stock Procurement (DBNUM: T112)											
<i>Note: Annual Lease payments for 27 Electric Locomotives through FY 2028, 33 Diesel Locomotives through FY 2020, 26 Dual Power Locomotives through 2028, 218 Multi-Level Coaches through 2028.</i>											
	\$140.802	\$109.920	\$82.676	\$82.678	\$82.674	\$82.676	\$82.674	\$82.675	\$82.675		\$829.450
<hr/>											

2. Regional Highway Projects/Programs

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
15420	ADA South, Contract 1 w/o ROW	NJDOT	Somers Point City	Atlantic, Cape May	SJTPO	CON	STBGP-FLEX	\$ 3.850									
15420A	ADA South, Contract 1 with ROW	NJDOT	Galloway Twp	Atlantic, Burlington	SJTPO	CON	STBGP-FLEX			\$ 4.000							
16322	ADA South, Contract 5	NJDOT	Galloway Twp	Atlantic, Gloucester	SJTPO	ROW	STBGP-FLEX		\$ 0.500								
S1913	Atlantic Avenue, Albany to California Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-AC			\$ 1.313							
S1914	Atlantic Avenue, Albany to Morris Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	STBGP-AC		\$ 0.100								
S1915	Atlantic Avenue, Rhode Island to Maine Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	STBGP-AC	\$ 0.100									
S1916	Atlantic Avenue, Tennessee to Maine Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-AC		\$ 0.864								
S1702	Baltic Avenue, Maine to Missouri Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-AC					\$ 1.000					
S9911	Beach Avenue (CR 604)	Cape May County	Cape May City	Cape May	SJTPO	CON	STBGP-BSK200K			\$ 1.785							
03304	Bridge Deck/Superstructure Replacement Program	NJDOT	Various	Various	SJTPO	ERC	NHPP	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 15.100
S1912	Brigantine Avenue (CR 638), 2nd Street South to Terminus	Atlantic County	Brigantine City	Atlantic	SJTPO	CON	STBGP-AC			\$ 1.600							
S1911	Brigantine Avenue (CR 638), 29th Street South to 2nd Street South	Atlantic County	Brigantine City	Atlantic	SJTPO	CON	STBGP-AC			\$ 2.900							
S1703	Chelsea Section, Albany Avenue	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-AC	\$ 1.000									
S1706	CR 559 Alternate (Ocean Heights Avenue), Harbor Ave to Salma Terrace	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-AC		\$ 1.571								
S1708	CR 563 (Tilton Road), Coolidge Avenue to Delilah Road	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-AC	\$ 2.300									
S1403	Cumberland County Federal Road Program	Cumberland County	Various	Cumberland	SJTPO	CON	STBGP-BSK200K	\$ 2.100	\$ 2.100	\$ 2.200	\$ 2.200						
S1903	Griffith Street/Grant Street (CR 657)	Salem County	Salem City	Salem	SJTPO	CON	STBGP-BSK200K			\$ 0.750							
S1906	Hook Road (CR 551), Phase 3	Salem County	Pennsville Twp	Salem	SJTPO	CON	STBGP-FLEX	\$ 1.500									
S1917	Kentucky/New York Avenues, Absecon Boulevard to Baltic Avenue	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-AC			\$ 1.000							
S1713	Landis Avenue, Mill Road to Rt 55	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-BSK200K	\$ 1.295									
S1901	Landis Avenue, Phase 0, Main Road to Myrtle Street	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-BSK200K		\$ 1.800								
10347	Local Aid Consultant Services	NJDOT	Various	Various	SJTPO	EC	STBGP-BSK200K		\$ 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-BSK200K	\$ 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	\$ 23.079	\$ 23.079	\$ 23.079	\$ 23.079	\$ 23.079	\$ 23.079	\$ 23.079	\$ 23.079	\$ 23.079	\$ 23.079
X98A1	Local Municipal Aid, SJTPO	Local Lead	Various	Various	SJTPO	ERC	STATE	\$ 13.558	\$ 13.558	\$ 13.558	\$ 13.558	\$ 13.558	\$ 13.558	\$ 13.558	\$ 13.558	\$ 13.558	\$ 13.558
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	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069
						PLS	PL-FTA	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462
						PLS	STBGP-AC	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265
						PLS	STBGP-L5K	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	\$ 0.265	
						CON	STBGP-BSK200K	\$ 1.640	\$ 1.640	\$ 1.640	\$ 1.640	\$ 1.640	\$ 1.640	\$ 1.640	\$ 1.640	\$ 1.640	
S1714	Mill Road, Landis Avenue to CR 540 (Almond Road)	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-BSK200K		\$ 0.100								
S1710	Ocean Drive (CR 619), 62nd Street to 80th Street	Cape May County	Avalon Boro	Cape May	SJTPO	CON	STBGP-AC		\$ 1.676								
S1711	Pacific Avenue (CR 621), Fish Dock Road to Rambler Road	Cape May County	Lower Twp	Cape May	SJTPO	CON	STBGP-BSK200K	\$ 2.148									
S1716	Park Avenue, NW Boulevard to West Avenue	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-BSK200K			\$ 2.065							
S1902	Park Avenue/Quigley Avenue (CR 540)	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-BSK200K			\$ 2.200							
X51	Pavement Preservation	NJDOT	Various	Various	SJTPO	EC	NHPP	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
						EC	STBGP-FLEX	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
S1904	Perkintown Road (CR 644)	Salem County	Oldsmans Twp	Salem	SJTPO	CON	STBGP-L5K			\$ 1.500							
S1904	Perkintown Road (CR 644)	Salem County	Oldsmans Twp	Salem	SJTPO	DES	STBGP-L5K			\$ 0.150							
X35A1	Rail-Highway Grade Crossing Program, Federal	NJDOT	Various	Various	SJTPO	EC	RHC	\$ 0.288	\$ 0.295	\$ 0.302	\$ 0.309	\$ 0.317	\$ 0.325	\$ 0.333	\$ 0.341	\$ 0.349	\$ 0.358
99327A	Resurfacing, Federal	NJDOT	Various	Various	SJTPO	ERC	NHPP			\$ 2.000			\$ 2.000	\$ 2.000	\$ 11.000	\$ 11.000	\$ 11.000
15397	Route 9, Atkinson Avenue to Bayview Drive	NJDOT	Somers Point City	Atlantic	SJTPO	CON	NHPP		\$ 7.900								
15400	Route 9, Wrights Lane to Harbor Road	NJDOT	Upper Twp	Cape May	SJTPO	CON	NHPP		\$ 8.200								
11416	Route 30, Atco Avenue to Route 206	NJDOT	Waterford Twp	Camden, Atlantic	SJTPO	CON	NHPP	\$ 1.705									
14427	Route 30, Bridge over Beach Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	CON	NHPP	\$ 18.250						\$ 12.600			
14428	Route 30, Bridge over Duck Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	CON	NHPP										
						DES	NHPP			\$ 1.850							
						PE	NHPP	\$ 1.000									
						ROW	STATE			\$ 0.500							
16350	Route 30, Bridge over Newfound Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	CON	NHPP								\$ 23.321		
15382	Route 30, CR 542 (Sea Grove Ave/Central Ave) to Weymouth Rd (CR 640)	NJDOT	Hammoncton Town	Atlantic	SJTPO	CON	NHPP			\$ 2.600							
17503	Route 30, Mill Road (CR 651)	NJDOT	Absecon City	Atlantic	SJTPO	CON	HSIP	\$ 1.400									
08371	Route 40, Atlantic County, Drainage	NJDOT	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-FLEX		\$ 20.000								
12413	Route 40, Elmer Lake to Elmwood Avenue	NJDOT	Upper Pittsgrove Twp	Gloucester, Salem	SJTPO	CON	NHPP	\$ 4.862									
15370	Route 40, Hamilton Common Drive to West End Avenue (CR 629)	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	NHPP		\$ 13.340								
196A5	Route 40/322, Median Closures, Oakcrest Avenue to Spencer Avenue	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	NHPP				\$ 1.000						
						DES	STATE	\$ 1.200									
17303	Route 47, Bridge over Dennis Creek	NJDOT	Dennis Twp	Cape May	SJTPO	CON	NHPP			\$ 4.350							
16346	Route 47, Bridge over Menantico Creek	NJDOT	Maurice River Twp	Cumberland	SJTPO	CON	NHPP	\$ 0.300					\$ 15.850				
15340	Route 47, Henderson Avenue to High Street	City of Milville	Milville City	Cumberland	SJTPO	CON	HSIP				\$ 0.575				\$ 5.900		
						DES	HSIP										
						PE	HSIP	\$ 0.350									
15314	Route 49, Bridge over Maurice River	NJDOT	Milville City	Cumberland	SJTPO	CON	NHPP			\$ 7.400							
						DES	STATE	\$ 2.500									
17329	Route 50, Bridge over Cedar Swamp Creek	NJDOT	Upper Twp	Cape May	SJTPO	PE	STATE	\$ 1.000									
						CON	STBGP-OS-BRDG			\$ 11.500							
						CON	STBGP-OS-BRDG			\$ 11.500							

11414	Route 130, Plant Street to High Hill Road (CR 662)	NJDOT	Logan Twp	Salem, Gloucester	SJTPO	CON	NHPP	\$ 10.000										
						DES	STATE	\$ 1.500										
15448	Route 322, Bridge over Great Egg Harbor River	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	STBGP-OS-BRDG						\$ 6.450					
						ROW	STBGP-OS-BRDG				\$ 0.250							
						CON	STBGP-FLEX	\$ 15.188										
						EC	STBGP-AC	\$ 0.446										
S044	SJTPO, Future Projects	SJTPO	Various	Various	SJTPO	ERC	STBGP-AC		\$ 0.050	\$ 0.009	\$ 3.261	\$ 4.636	\$ 4.483	\$ 4.862	\$ 4.713	\$ 5.097		
						ERC	STBGP-BSK200K				\$ 5.080	\$ 5.150	\$ 5.270	\$ 5.330	\$ 5.390	\$ 5.520		
						ERC	STBGP-L5K				\$ 3.120	\$ 3.150	\$ 3.230	\$ 3.270	\$ 3.310	\$ 3.380		
S1909	South Greenwich Street/Telegraph Road (CR 540), Phase 1	Salem	Alloway Twp	Salem	SJTPO	CON	STBGP-L5K	\$ 1.500										
						DES	STBGP-L5K	\$ 0.150										
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	\$ 1.193			
						CON	STBGP-L5K		\$ 1.500									
S1908	Telegraph Road (CR 540), Phase 2	Salem	Quinton Twp	Salem	SJTPO	DES	STBGP-L5K	\$ 0.150										
S1910	Third Avenue (CR 619), 96th Street (CR 657) to 80th Street	Cape May County	Stone Harbor Boro	Cape May	SJTPO	CON	STBGP-AC				\$ 1.710							
X107	Transportation Alternatives Program	NJDOT	Various	Various	SJTPO	ERC	TA-AC	\$ 0.245	\$ 0.246	\$ 0.248	\$ 0.250	\$ 0.251	\$ 0.253	\$ 0.254	\$ 0.256	\$ 0.258	\$ 0.259	
						CON	STBGP-L5K				\$ 0.750							
S9912	Weichville Road (CR 540)	Salem County	Alloway Twp	Salem County	SJTPO	DES	STBGP-L5K		\$ 0.100									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

ADA South, Contract 1 w/o ROW

DBNUM: 15420

COUNTY: Atlantic, Cape May **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) Route 206, Rizzotte Drive to Burlington County Line
- 2) Route 322, Eight Street to Watering Race Brook.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-FLEX	\$3.850									

ADA South, Contract 1 with ROW

DBNUM: 15420A

COUNTY: Atlantic, Burlington **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) Route 30 and Pomona Road (CR 575) Intersection
- 2) Route 52 Causeway Replacement and Somers Pt. Circle.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-FLEX			\$4.000							
2029	SJTPO	ROW	STBGP-FLEX		\$0.500								

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

ADA South, Contract 5

DBNUM: 16322

COUNTY: Atlantic, Gloucester **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:** A2 O10A (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-FLEX			\$1.313							

Atlantic Avenue, Albany to California Avenues

DBNUM: S1913

COUNTY: Atlantic **SPONSOR:** Atlantic City **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Atlantic City **MILEPOST(S):** 5.51 - 6.16 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 2 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S9, S10 (Exempt)

Mill and repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs. Atlantic Avenue is a major four lane east-west roadway in Atlantic City and it is heavily used by both residents and tourists. The road is in deteriorating condition and is in need of repaving. In addition ADA accessible ramps will be included in this project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC			\$1.000							

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Atlantic Avenue, Albany to Morris Avenues

DBNUM: S1914

COUNTY: Atlantic **SPONSOR:** Atlantic City **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Atlantic City **MILEPOST(S):** 5.51-5.94 Local system support: Local Roadway improvements
LEGISLATIVE DISTRICT: 2 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

Mill and repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs. Atlantic Avenue is a major four lane east-west roadway in Atlantic City and it is heavily used by both residents and tourists. The road is in deteriorating condition and is in need of repaving. In addition ADA accessible ramps will be included in this project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	DES	STBGP-AC		\$0.100								

Atlantic Avenue, Rhode Island to Maine Avenues

DBNUM: S1915

COUNTY: Atlantic **SPONSOR:** Atlantic City **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Atlantic City **MILEPOST(S):** 7.91-8.15 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 2 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

Mill and repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs. Atlantic Avenue is a major four lane east-west roadway in Atlantic City and it is heavily used by both residents and tourists. The road is in deteriorating condition and is in need of repaving. In addition ADA accessible ramps will be included in this project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	DES	STBGP-AC	\$0.100									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Atlantic Avenue, Tennessee to Maine Avenues

DBNUM: S1916

COUNTY: Atlantic **SPONSOR:** Atlantic City **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Atlantic City **MILEPOST(S):** 7.15-8.15 Local system Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 2 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

Mill and repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs. Atlantic Avenue is a major four lane east-west roadway in Atlantic City and it is heavily used by both residents and tourists. The road is in deteriorating condition and is in need of repaving. In addition ADA accessible ramps will be included in this project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC		\$0.864								

Baltic Avenue, Maine to Missouri Avenues

DBNUM: S1702

COUNTY: Atlantic **SPONSOR:** Atlantic City **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Atlantic City **MILEPOST(S):** 0.00 - 1.57 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 2 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

This project will mill and repave the roadway, upgrade ADA ramps, and improve drainage, thermoplastic stripping, manholes, gutters, sidewalks and curbs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC					\$1.000					
2029	SJTPO	DES	STBGP-AC				\$0.100						

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Beach Avenue (CR 604)

DBNUM: S9911

COUNTY: Cape May **SPONSOR:** Cape May County **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Cape May City **MILEPOST(S):** 0.18 -0.62;0.81 - 1.90 Local System Support: Local System Support
LEGISLATIVE DISTRICT: 1 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

The project will involve milling and paving, minor drainage improvements, replacing non-conforming handicap curb ramps, and replacing deteriorated curbs, sidewalks, and gutters. Enhanced safety improvements will be added including new traffic striping and markings and possible push bottom cross walk flashing signs. The project is needed in order to restore the roadway to current engineering standards.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-B5K200K			\$1.785							

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 S19 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$15.100

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Brigantine Avenue (CR 638), 2nd Street South to Terminus

DBNUM: S1912

COUNTY: Atlantic **SPONSOR:** Atlantic County **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Brigantine City **MILEPOST(S):** 3.16-3.91 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 2 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

Reconstruction of HMA Surface Course, and HMA Base Course as needed. Other improvements will include but not limited to: pedestrian ADA access, concrete gutter, concrete gutter, driveways, signage, striping, and drainage. County officials have determined through roadway inspections that the existing pavement and adjacent concrete feautre have deteriorated due to age and traffic volumes, and is in need of pavement replacement at a nearing point in time. With this capital improvement project design will attempt to meet all applicable current standards (or a design exception will be prepared).

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC				\$1.600						

Brigantine Avenue (CR 638), 29th Street South to 2nd Street South

DBNUM: S1911

COUNTY: Atlantic **SPONSOR:** Atlantic County **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Brigantine City **MILEPOST(S):** 1.83-3.16 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 2 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

Reconstruction of HMA Surface Course, and HMA Base Course as needed. Other improvements will include but not limited to: pedestrian ADA access, concrete gutter, concrete gutter, driveways, signage, striping, and drainage. County officials have determined through roadway inspections that the existing pavement and adjacent concrete feautre have deteriorated due to age and traffic volumes, and is in need of pavement replacement at a nearing point in time. With this capital improvement project design will attempt to meet all applicable current standards (or a design exception will be prepared).

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC				\$2.900						

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Chelsea Section, Albany Avenue			<i>DBNUM: S1703</i>
COUNTY: Atlantic	SPONSOR: Atlantic City	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation	
MUNICIPALITY: Atlantic City	MILEPOST(S): 64.08 - 64.32	Local System Support: Local Roadway Improvements	
LEGISLATIVE DISTRICT: 2	STRUCTURE NO: N/A	AIR QUALITY CODE: S10 (Exempt)	

This project will mill and repave the roadway, upgrade ADA ramps, and improve drainage, thermoplastic stripping, manholes, gutters, sidewalks and curbs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC	\$1.000									

CR 559 Alternate (Ocean Heights Avenue), Harbor Ave to Salma Terrace			<i>DBNUM: S1706</i>
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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC		\$1.571								

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

CR 563 (Tilton Road), Coolidge Avenue to Delilah Road

DBNUM: S1708

COUNTY: Atlantic **SPONSOR:** Atlantic County **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Egg Harbor Twp **MILEPOST(S):** 6.90-8.79 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC	\$2.300									

Cumberland County Federal Road Program

DBNUM: S1403

COUNTY: Cumberland **SPONSOR:** Cumberland County **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:** S10 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-B5K200K	\$2.100	\$2.100	\$2.200	\$2.200						

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Griffith Street/Grant Street (CR 657)

DBNUM: S1903

COUNTY: Salem **SPONSOR:** Salem County **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Salem City **MILEPOST(S):** 0.00-1.22 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 3 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #657 is a major east-west road in Salem City and is heavily used by both residents and travelers. The road is in a deteriorated condition and is in need of resurfacing. In addition, ADA accessible ramps and/or upgrades will be included in this project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-B5K200K				\$0.750						
2029	SJTPO	DES	STBGP-B5K200K			\$0.100							

Hook Road (CR 551), Phase 3

DBNUM: S1906

COUNTY: Salem **SPONSOR:** Salem County **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Pennsville Twp **MILEPOST(S):** 0.00-2.16 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 3 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10, S9 (Exempt)

Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #551 is a major North-South connector road through Salem County. The road is in a deteriorated condition and is in need of resurfacing.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-FLEX	\$1.500									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Kentucky/New York Avenues, Absecon Boulevard to Baltic Avenue			<i>DBNUM: S1917</i>
COUNTY: Atlantic	SPONSOR: Atlantic City	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation	
MUNICIPALITY: Atlantic City	MILEPOST(S): 0.00-0.72	Local System Support: Local Roadway Improvements	
LEGISLATIVE DISTRICT: 2	STRUCTURE NO: N/A	AIR QUALITY CODE: S10 (Exempt)	

Mill and repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs. Kentucky and New York Avenues, from Absecon Boulevard to Baltic Avenue, are in poor condition. These streets serve as connectors from Downtown to Absecon Boulevard and serve the Northside neighborhood.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC				\$1.000						
2029	SJTPO	DES	STBGP-AC			\$0.100							

Landis Avenue, Mill Road to Rt 55			<i>DBNUM: S1713</i>
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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-B5K200K	\$1.295									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Landis Avenue, Phase 0, Main Road to Myrtle Street

DBNUM: S1901

COUNTY: Cumberland **SPONSOR:** Vineland City **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Vineland City **MILEPOST(S):** 1.51-2.35 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 1 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

This project includes the milling and paving of Landis Avenue as well as upgrading of drainage facilities, removal and replacement of concrete curb, gutter and sidewalk as needed. Landis Avenue pavement is in poor condition as evidenced by extensive cracking. Portions of the drainage facilities were constructed using outdated and currently failing materials and are in need of upgrades.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-B5K200K		\$1.800								
2029	SJTPO	DES	STBGP-B5K200K	\$0.100									

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 Development
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** X1 NA O10A (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	EC	STBGP-B5K200K		\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** X3 O10c 2014NM-NRS (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	EC	CMAQ	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900	\$1.900

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 Development
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** X1 O1 O10A (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	PLS	STBGP-B5K200K	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** O10B (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	ERC	STATE	\$23.079	\$23.079	\$23.079	\$23.079	\$23.079	\$21.620	\$21.620	\$21.620	\$21.620	\$21.620

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:** O10B (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	ERC	STATE	\$13.558	\$13.558	\$13.558	\$13.558	\$13.558	\$12.550	\$12.550	\$12.550	\$12.550	\$12.550

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 S6 S3 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	ERC	HSIP	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

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 Development
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** X1 O10c O10A (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	PLS	PL	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069	\$1.069
2029	SJTPO	PLS	PL-FTA	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462	\$0.462
2029	SJTPO	PLS	STBGP-AC	\$0.265		\$0.265		\$0.265		\$0.265		\$0.265	
2029	SJTPO	PLS	STBGP-L5K		\$0.265		\$0.265		\$0.265		\$0.265		\$0.265

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-B5K200K				\$1.640						
2029	SJTPO	DES	STBGP-B5K200K		\$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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC		\$1.676								

**FY 2020-29 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-B5K200K	\$2.148									

Park Avenue, NW Boulevard to West Avenue

DBNUM: S1716

COUNTY: Cumberland **SPONSOR:** Vineland City **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Vineland City **MILEPOST(S):** 33.74 - 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-B5K200K				\$2.065						

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Park Avenue/Quigley Avenue (CR 540)

DBNUM: S1902

COUNTY: Cumberland **SPONSOR:** Vineland City **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Vineland City **MILEPOST(S):** 33.09-33.74 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 1 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

This project includes the milling and paving of Park Avenue as well as upgrading of drainage facilities, removal and replacement of concrete curb, gutter and sidewalk as needed. Park Avenue pavement is in poor condition as evidenced by extensive cracking. Portions of the drainage facilities were constructed using outdated and currently failing materials and are in need of upgrades.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-B5K200K			\$2.200							

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 S10 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	EC	NHPP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
2029	SJTPO	EC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Perkintown Road (CR 644)

DBNUM: S1904

COUNTY: Salem **SPONSOR:** Salem County **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Oldsmans Twp **MILEPOST(S):** 0.00-2.36 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 3 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #644 is an east-west connector road from U.S. Route #130 to Interstate #295. The road is in a deteriorated condition and is in need of resurfacing.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-L5K					\$1.500					
2029	SJTPO	DES	STBGP-L5K				\$0.150						

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 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	EC	RHC	\$0.288	\$0.295	\$0.302	\$0.309	\$0.317	\$0.325	\$0.333	\$0.341	\$0.349	\$0.358

**FY 2020-29 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 S10 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	ERC	NHPP						\$2.000	\$2.000	\$11.000	\$11.000	\$11.000

Route 9, Atkinson Avenue to Bayview Drive

DBNUM: 15397

COUNTY: Atlantic **SPONSOR:** NJDOT **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Somers Point City **MILEPOST(S):** 32.4-43.8 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP		\$7.900								

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Route 9, Wrights Lane to Harbor Road

DBNUM: 15400

COUNTY: Cape May **SPONSOR:** NJDOT **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Upper Twp **MILEPOST(S):** 23.4-28.46 & 28.84-30 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 resurface within the project limits.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP		\$8.200								

Route 30, Atco Avenue to Route 206

DBNUM: 11416

COUNTY: Camden, Atlantic **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 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP	\$1.705									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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: 0103153 AIR QUALITY CODE: S19 (Exempt)

Initiated from the Bridge Management System, this project will rehabilitate the deficient bridge components (the bridge was built in 1942-1946 and modified in 1989) 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP	\$18.250									

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 replace the movable bridge, built in 1946 and modified in 1989.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP							\$12.600			
2029	SJTPO	DES	NHPP				\$1.850						
2029	SJTPO	PE	NHPP	\$1.000									
2029	SJTPO	ROW	STATE			\$0.500							

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP								\$23.321		

Route 30, CR 542 (Sea Grove Ave/Central Ave) to Weymouth Rd (CR 640)

DBNUM: 15382

COUNTY: Atlantic SPONSOR: NJDOT ASSET MANAGEMENT CATEGORY: Infrastructure Preservation
MUNICIPALITY: Hammonton Town MILEPOST(S): 31.08-32.0 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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP			\$2.600							

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Route 30, Mill Road (CR 651)

DBNUM: 17503

COUNTY: Atlantic SPONSOR: NJDOT ASSET MANAGEMENT CATEGORY: Safety
MUNICIPALITY: Absecon City MILEPOST(S): 51.18 Safety Management: Safety Management
LEGISLATIVE DISTRICT: 2 STRUCTURE NO: N/A AIR QUALITY CODE: S6 (Exempt)

This project will provide safety improvements to the intersection of Route 30 and Mill Road (CR 651).

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	HSIP	\$1.400									

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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-FLEX	\$20.000									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Route 40, Elmer Lake to Elmwood Avenue

DBNUM: 12413

COUNTY: Gloucester, Salem **SPONSOR:** NJDOT **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Upper Pittsgrove T **MILEPOST(S):** 20.6-24.8 & 26.0-27.4 Road Assets: Highway Resurfacing
LEGISLATIVE DISTRICT: 3 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 S10 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP	\$4.862									

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)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP		\$13.340								

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Route 40/322, Median Closures, Oakcrest Avenue to Spencer Avenue

DBNUM: 196A5

COUNTY: Atlantic **SPONSOR:** NJDOT **ASSET MANAGEMENT CATEGORY:** Safety
MUNICIPALITY: Hamilton Twp **MILEPOST(S):** 51.77 - 58.11 Safety Management: Safety Improvements
LEGISLATIVE DISTRICT: 2 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S6 (Exempt)

This project will improve safety and traffic operations along the Route 40/322 corridor through the closure and/or modification of median openings. The project also includes installation of sidewalk and median fencing to improve pedestrian connectivity and safety.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP						\$6.800				
2029	SJTPO	DES	STATE		\$1.200								
2029	SJTPO	ROW	NHPP				\$1.000						

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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP				\$4.350						
2029	SJTPO	ROW	NHPP		\$0.300								

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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)

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1925.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP						\$15.850				

Route 47, Henderson Avenue to High Street

DBNUM: 15340

COUNTY: Cumberland **SPONSOR:** City of Millville **ASSET MANAGEMENT CATEGORY:** Safety
MUNICIPALITY: Millville City **MILEPOST(S):** 39.23-41.93 Safety Management: Safety Improvements
LEGISLATIVE DISTRICT: 1 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S6 (Exempt)

This project will provide safety improvements and address pedestrian deficiencies within the project limits.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	HSIP								\$5.900		
2029	SJTPO	DES	HSIP				\$0.575						
2029	SJTPO	PE	HSIP	\$0.350									
2029	SJTPO	ROW	HSIP						\$1.500				

**FY 2020-29 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP				\$7.400						

Route 50, Bridge over Cedar Swamp Creek

DBNUM: 17329

COUNTY: Cape May **SPONSOR:** NJDOT **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Upper Twp **MILEPOST(S):** 2.7-3.0 Bridge Assets: Bridge Rehab and Replacement
LEGISLATIVE DISTRICT: 1 **STRUCTURE NO:** 0510150 **AIR QUALITY CODE:** S19 (Exempt)

Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-OS-BRD			\$11.500							
2029	SJTPO	DES	STATE		\$2.500								
2029	SJTPO	PE	STATE	\$1.000									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Route 130, Plant Street to High Hill Road (CR 662)

DBNUM: 11414

COUNTY: Salem, Gloucester **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 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	NHPP	\$10.000									

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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-OS-BRD						\$6.450				
2029	SJTPO	DES	STATE		\$1.500								
2029	SJTPO	ROW	STBGP-OS-BRD				\$0.250						

**FY 2020-29 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-FLEX	\$15.188									

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 Development
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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	EC	STBGP-AC	\$0.446									
2029	SJTPO	ERC	STBGP-AC			\$0.050	\$0.009	\$3.261	\$4.636	\$4.483	\$4.862	\$4.713	\$5.097
2029	SJTPO	ERC	STBGP-B5K200K					\$5.080	\$5.150	\$5.270	\$5.330	\$5.390	\$5.520
2029	SJTPO	ERC	STBGP-L5K					\$3.120	\$3.150	\$3.230	\$3.270	\$3.310	\$3.380

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

South Greenwich Street/Telegraph Road (CR 540), Phase 1

DBNUM: S1909

COUNTY: Salem **SPONSOR:** Salem **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Alloway Twp **MILEPOST(S):** 13.15-15.40 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 3 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10, S9 (Exempt)

Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #540 is a major East-West connector road through Salem County. The road is in a deteriorated condition and is in need of resurfacing. In addition ADA accessible ramps and/or upgrades will be included in this project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-L5K		\$1.500								
2029	SJTPO	DES	STBGP-L5K	\$0.150									

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 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STATE	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.193			

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Telegraph Road (CR 540), Phase 2

DBNUM: S1908

COUNTY: Salem **SPONSOR:** Salem **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Quinton Twp **MILEPOST(S):** 15.40-17.17 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 3 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S9, S10 (Exempt)

Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #540 is a major East-West connector road through Salem County. The road is in a deteriorated condition and is in need of resurfacing.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-L5K			\$1.500							
2029	SJTPO	DES	STBGP-L5K		\$0.150								

Third Avenue (CR 619), 96th Street (CR 657) to 80th Street

DBNUM: S1910

COUNTY: Cape May **SPONSOR:** Cape May County **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Stone Harbor Boro **MILEPOST(S):** 3.43-4.28 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 1 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S9, S10, S6, S4 (Exempt)

The project will involve the replacement of the existing curbs, gutters, and sidewalks along with handicap access upgrades. The existing paving will be replaced with a new 7 1/2" thick bituminous surface. The existing roadway grade and cross slopes will be upgraded to conform to current standards, and drainage will be upgraded to accommodate the 10 year storm event. High visibility traffic stripes and markings will be installed, as will pedestrian crosswalks and cross walk safety features. The project is needed in order to restore the roadway to current engineering standards. County Road 619 is an evacuation route leading to the only non-load posted causeway off of this barrier island in the event of an emergency. Numerous storm events, in addition to constant wear, have created the need to restore and upgrade this section of critical road infrastructure. In addition, the roadway serves as a primary pedestrian connector to the municipal streets and serves as a vital commercial corridor for the influx tourists at this resort island. This has increased the need for upgraded pedestrian crossings and traffic safety measures.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-AC				\$1.710						

**FY 2020-29 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:** X12 O8 O8 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	ERC	TA-AC	\$0.245	\$0.246	\$0.248	\$0.250	\$0.251	\$0.253	\$0.254	\$0.256	\$0.258	\$0.259

Welchville Road (CR 540)

DBNUM: S9912

COUNTY: Salem County **SPONSOR:** Salem County **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Alloway Twp **MILEPOST(S):** 8.70-11.67 Local System Support: Local Roadway Improvements
LEGISLATIVE DISTRICT: 3 **STRUCTURE NO:** N/A **AIR QUALITY CODE:** S10 (Exempt)

Mill and pave, sub-base repair, replace broken curb, striping, RPM's guide rail upgrades, signage upgrades, drainage upgrades. County Road #540 is a major East-West connector road through Salem County. The road is in a deteriorated condition and is in need for resurfacing.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	SJTPO	CON	STBGP-L5K				\$0.750						
2029	SJTPO	DES	STBGP-L5K			\$0.100							

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
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	CMAQA	\$ 3.000	\$ 1.000								
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
						ERC	STBGP-FLEX	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
19315	Aeronautics UAS Program	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500
08415	Airport Improvement Program	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	EC	STBGP-FLEX	\$ 0.300	\$ 0.100	\$ 0.300	\$ 0.100	\$ 0.300	\$ 0.100	\$ 0.300	\$ 0.100	\$ 0.300	\$ 0.100
X72B	Betterments, Roadway Preservation	NJDOT	Various	Various	Statewide	EC	STATE	\$ 20.000	\$ 18.000	\$ 20.000	\$ 20.000	\$ 20.000	\$ 20.000	\$ 20.000	\$ 20.000	\$ 20.000	\$ 20.000
X72C	Betterments, Safety	NJDOT	Various	Various	Statewide	EC	STATE	\$ 16.000	\$ 16.000	\$ 16.000	\$ 16.000	\$ 16.000	\$ 16.000	\$ 16.000	\$ 16.000	\$ 16.000	\$ 16.000
X185	Bicycle & Pedestrian Facilities/Accommodations	NJDOT	Various	Various	Statewide	ERC	CMAQA	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500
						ERC	STATE	\$ 4.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
						ERC	TA-FLEX	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500
X07F	Bridge and Structure Inspection, Miscellaneous	NJDOT	Various	Various	Statewide	EC	STATE	\$ 0.300	\$ 0.200	\$ 0.450	\$ 0.100	\$ 0.400	\$ 0.250	\$ 0.450	\$ 0.150	\$ 0.400	\$ 0.250
03304	Bridge Deck/Superstructure Replacement Program	NJDOT	Various	Various	Statewide	ERC	NHPP	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 24.000
						ERC	STBGP-OS-BRDG	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 5.000	\$ 5.544	\$ 5.497	\$ 5.497	\$ 5.497
98315	Bridge Emergency Repair	NJDOT	Various	Various	Statewide	EC	STATE	\$ 83.000	\$ 83.000	\$ 85.000	\$ 85.000	\$ 85.000	\$ 85.000	\$ 85.000	\$ 85.000	\$ 85.000	\$ 85.000
						EC	NHPP	\$ 12.900	\$ 11.900	\$ 11.900	\$ 11.900	\$ 11.900	\$ 11.900	\$ 11.900	\$ 11.900	\$ 11.900	\$ 11.900
X07A	Bridge Inspection	NJDOT	Various	Various	Statewide	EC	STBGP-FLEX	\$ 7.140	\$ 7.680	\$ 7.680	\$ 7.680	\$ 7.680	\$ 7.680	\$ 7.680	\$ 7.680	\$ 7.680	\$ 7.680
						EC	STBGP-OS-BRDG	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
17341	Bridge Inspection Program, Minor Bridges	NJDOT	Statewide	Various	Statewide	EC	STATE	\$ 8.800	\$ 6.900	\$ 6.900	\$ 6.900	\$ 6.900	\$ 6.900	\$ 6.900	\$ 6.900	\$ 6.900	\$ 7.000
14404	Bridge Maintenance and Repair, Movable Bridges	NJDOT	Various	Various	Statewide	EC	STATE	\$ 28.500	\$ 28.500	\$ 28.500	\$ 28.500	\$ 28.500	\$ 28.500	\$ 28.500	\$ 28.500	\$ 28.500	\$ 28.500
17357	Bridge Maintenance Fender Replacement	NJDOT	Various	Various	Statewide	ERC	NHPP	\$ 14.000	\$ 14.000	\$ 14.000	\$ 14.000	\$ 14.000	\$ 14.000	\$ 14.000	\$ 14.000	\$ 14.000	\$ 14.000
						ERC	STBGP-FLEX	\$ 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-FLEX	\$ 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-FLEX	\$ 1.250	\$ 1.250	\$ 1.250	\$ 1.250	\$ 1.250	\$ 1.250	\$ 1.250	\$ 1.250	\$ 1.250	\$ 1.250
13323	Bridge Preventive Maintenance	NJDOT	Various	Various	Statewide	EC	NHPP	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000
						EC	STATE	\$ 40.000	\$ 40.000	\$ 40.000	\$ 40.000	\$ 40.000	\$ 40.000	\$ 40.000	\$ 40.000	\$ 40.000	\$ 40.000
						EC	STBGP-FLEX	\$ 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	\$ 1.001	\$ 10.828	\$ 21.288	\$ 15.350	\$ 8.419	\$ 14.426	\$ 51.271	\$ 23.689	\$ 116.110	\$ 93.520
						ERC	STATE	\$ 1.326	\$ 2.634	\$ 6.396	\$ 21.111	\$ 26.791	\$ 25.836	\$ 26.007	\$ 24.995	\$ 31.149	\$ 86.000
98316	Bridge Scour Countermeasures	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 0.200	\$ 0.200	\$ 0.200	\$ 0.200	\$ 0.200	\$ 0.200	\$ 0.200	\$ 0.200	\$ 0.200	\$ 0.200
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
X180	Construction Inspection	NJDOT	Various	Various	Statewide	EC	STATE	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ 11.000
05304	Construction Program IT System (TRNS.PORT)	NJDOT	Various	Various	Statewide	EC	STATE	\$ 1.300	\$ 1.600	\$ 1.900	\$ 2.200	\$ 2.500	\$ 3.800	\$ 3.800	\$ 3.800	\$ 3.800	\$ 3.800
						ERC	STATE	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
09316	Culvert Replacement Program	NJDOT	Various	Various	Statewide	ERC	STBGP-FLEX	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000
X142	DBE Supportive Services Program	NJDOT	Various	Various	Statewide	EC	STBGP-FLEX	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500
15322	Delaware & Raritan Canal Bridges	NJDOT	Various	Mercer	Statewide	ERC	STBGP-FLEX	\$ 8.350	\$ 5.000	\$ 5.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000			
X106	Design, Emerging Projects	NJDOT	Various	Various	Statewide	DES	STATE	\$ 17.000	\$ 16.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000	\$ 17.000
						DES	STBGP-FLEX	\$ 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	\$ 0.500
X197	Disadvantaged Business Enterprise	NJDOT	Various	Various	Statewide	EC	STBGP-FLEX	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 0.100	\$ 1.000
X154D	Drainage Rehabilitation & Improvements	NJDOT	Various	Various	Statewide	EC	STBGP-FLEX	\$ 20.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000
X154	Drainage Rehabilitation and Maintenance, State	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
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
04324	Electrical Load Center Replacement, Statewide	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 5.000	\$ 5.300	\$ 5.620	\$ 5.960	\$ 6.310	\$ 6.690	\$ 7.100	\$ 7.520	\$ 7.970	\$ 7.970
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	\$ 7.500	\$ 6.000	\$ 7.500	\$ 7.500	\$ 7.500	\$ 7.500	\$ 7.500	\$ 7.500	\$ 7.500	\$ 7.500
03309	Environmental Project Support	NJDOT	Various	Various	Statewide	ERC	STATE	\$ 1.000	\$ 1.000	\$ 1.100	\$ 1.100	\$ 1.100	\$ 1.100	\$ 1.100	\$ 1.100	\$ 1.100	\$ 1.100
X15	Equipment (Vehicles, Construction, Safety)	NJDOT	Various	Various	Statewide	EC	STATE	\$ 25.000	\$ 24.000	\$ 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	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000
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
						EC	NHPP	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
X201	Guiderail Upgrade	NJDOT	Various	Various	Statewide	EC	STATE	\$ 2.500	\$ 1.000	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500
						ERC	NHPP	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
97008	High-Mast Light Poles	NJDOT	Various	Various	Statewide	ERC	STBGP-FLEX	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000
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	CMAQA	\$ 15.000	\$ 10.000	\$ 10.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000	\$ 15.000
13304	Intelligent Transportation System Resource Center	NJDOT	Various	Various	Statewide	EC	STBGP-FLEX	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.000
X151	Interstate Service Facilities	NJDOT	Various	Various	Statewide	EC	STATE	\$ 0.525	\$ 0.552	\$ 0.580	\$ 0.610	\$ 0.640	\$ 0.675	\$ 0.705	\$ 0.740	\$ 0.776	\$ 0.815
13305	Job Order Contracting Infrastructure Repairs, Statewide	NJDOT	Various	Various	Statewide	EC	STBGP-FLEX	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000
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	\$									

**FY 2020-29 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 O3 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	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:** X1 NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	CMAQ	\$3.000	\$1.000								

**FY 2020-29 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 AQ2 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000
2029	Statewide	ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

Aeronautics UAS Program

DBNUM: 19315

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 NA O10B (Exempt)

This program provides funding for NJDOT’s Unmanned Aircraft System (UAS) program for equipment purchases, UAS research, and consultant services.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

**FY 2020-29 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 NA O1 (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 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

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:** X1 NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$0.300	\$0.100	\$0.300	\$0.100	\$0.300	\$0.100	\$0.300	\$0.100	\$0.300	\$0.100

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Betterments, Roadway Preservation			<i>DBNUM: X72B</i>
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, AQ2 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$20.000	\$18.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000

Betterments, Safety			<i>DBNUM: X72C</i>
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 S13 S6 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** NRS AQ2 AQ2 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	CMAQ	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500
2029	Statewide	ERC	STATE	\$4.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
2029	Statewide	ERC	TA-FLEX	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

Bridge and Structure Inspection, Miscellaneous

DBNUM: X07F

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 S6 S1, S19 (Exempt)

This program will provide funding for the inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public. Inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$0.300	\$0.200	\$0.450	\$0.100	\$0.400	\$0.250	\$0.450	\$0.150	\$0.400	\$0.250

**FY 2020-29 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 S19 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	NHPP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$24.000
2029	Statewide	ERC	STBGP-OS-BRD	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	\$5.544	\$5.497	\$5.497	\$5.497

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 S19 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$83.000	\$83.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000	\$85.000

**FY 2020-29 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 S6 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	NHPP	\$12.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900	\$11.900
2029	Statewide	EC	STBGP-FLEX	\$7.140	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680	\$7.680
2029	Statewide	EC	STBGP-OS-BRD	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

Bridge Inspection Program, Minor Bridges

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:** NRS S6, S19 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$8.800	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$6.900	\$7.000

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 S19 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500	\$28.500

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:** NRS S19 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	NHPP	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000
2029	Statewide	ERC	STBGP-FLEX	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** X13 S19 S2, 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	NHPP	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000
2029	Statewide	ERC	STBGP-FLEX	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

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 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** NRS S19 S19 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	NHPP	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000
2029	Statewide	EC	STATE	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000	\$40.000
2029	Statewide	EC	STBGP-FLEX	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

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 S19 (Exempt)

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

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	NHPP	\$1.001	\$10.828	\$21.288	\$15.350	\$8.419	\$14.426	\$51.271	\$23.689	\$116.100	\$93.520
2029	Statewide	ERC	STATE	\$1.326	\$2.634	\$6.396	\$21.111	\$26.791	\$25.836	\$26.007	\$24.995	\$31.149	\$86.000

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Bridge Scour Countermeasures			<i>DBNUM: 98316</i>
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 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200

Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)			<i>DBNUM: 02379</i>
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 NR1 O10C (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000	\$11.000

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 NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$1.300	\$1.600	\$1.900	\$2.200	\$2.500	\$3.800	\$3.800	\$3.800	\$3.800	\$3.800

**FY 2020-29 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
2029	Statewide	ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

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 NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Delaware & Raritan Canal Bridges			<i>DBNUM: 15322</i>
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: S19 S19 (Exempt)	

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 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 Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STBGP-FLEX	\$8.350	\$5.000	\$5.000	\$10.000	\$10.000	\$10.000	\$10.000			

Design, Emerging Projects			<i>DBNUM: X106</i>
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: X1 O1 O10A (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	DES	STATE	\$17.000	\$16.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000
2029	Statewide	DES	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**FY 2020-29 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:** X5 O1 O1 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	DES	STATE	\$0.500	\$0.500	\$0.500	\$0.500	\$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 NA O10B (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$1.000

**FY 2020-29 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$20.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

**FY 2020-29 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 S18 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$5.000	\$5.300	\$5.620	\$5.960	\$6.310	\$6.690	\$7.100	\$7.520	\$7.970	\$7.970

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Emergency Management and Transportation Security Support			<i>DBNUM: 17360</i>
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: X13 NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	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			<i>DBNUM: X75</i>
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: X1 O1 O1 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$7.500	\$6.000	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500

FY 2020-29 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:** X1 O1 O1 (Exempt)

This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation; hazardous waste investigations and studies and payments; asbestos surveys and abatement; hydrology/hydraulic investigations and studies, permits and payments; air/noise studies; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$1.000	\$1.000	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100	\$1.100

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 Equipment
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS NA AQ (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$25.000	\$24.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

**FY 2020-29 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 Equipment
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

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:** NRS NA MT8 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	FBP	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Guiderail Upgrade

DBNUM: X201

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 S9 S9 (Exempt)

This program will provide funding for the design and construction of guide rail replacement, statewide. Upgrade and replace guide rail to meet current standards.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
2029	Statewide	EC	STATE	\$2.500	\$1.000	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

High-Mast Light Poles

DBNUM: 97008

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 S18 S18 (Exempt)

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000
2029	Statewide	ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**FY 2020-29 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	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 NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	CMAQ	\$15.000	\$10.000	\$10.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

**FY 2020-29 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 NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

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 O5 O8 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$0.525	\$0.552	\$0.580	\$0.610	\$0.640	\$0.675	\$0.705	\$0.740	\$0.776	\$0.815

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

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 NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600	\$1.600

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 Plng and Project Development
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$0.200	\$0.200	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100

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 NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500	\$7.500

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Local Aid, State Transportation Infrastructure Bank *DBNUM: X186B*
COUNTY: Various **SPONSOR:** Local Lead **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Various **MILEPOST(S):** Local System Support: Local Aid, Discretionary
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS O1 O10C (Exempt)

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$22.600	\$22.600	\$22.600	\$22.600	\$22.600	\$20.500	\$20.500	\$20.500	\$20.500	\$20.500

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 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$47.300	\$47.300	\$47.300	\$47.300	\$47.300	\$44.000	\$44.000	\$44.000	\$44.000	\$44.000

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Local Freight Impact Fund			<i>DBNUM: 17390</i>
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: NRS NA O10C (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$30.100	\$30.100	\$30.100	\$30.100	\$30.100	\$28.000	\$28.000	\$28.000	\$28.000	\$28.000

Local Municipal Aid, Urban Aid			<i>DBNUM: X98Z</i>
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 S3 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000	\$10.000

**FY 2020-29 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 Equipment
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS O10c O10A (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

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 NA O1 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000	\$15.000

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

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 NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	NHPP	\$10.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000	\$8.000
2029	Statewide	EC	STATE	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500
2029	Statewide	EC	STBGP-FLEX	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 O10c S6 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	HSIP	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

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:** NRS NA MT9 (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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

**FY 2020-29 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 O5 (Exempt)

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship 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 complete set of byways within the state program. This 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 byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of Byways, activities associated in building stronger partnerships between the byways and other groups that can assist them in sustaining and promoting their byways.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	TA-FLEX	\$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 S19 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

**FY 2020-29 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 AQ1 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

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 Equipment
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS NA MT4 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$10.000	\$24.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

**FY 2020-29 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 Studies
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** X1 O10c O10A (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	PLS	LTAP	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150
2029	Statewide	PLS	SPR	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509	\$22.509
2029	Statewide	PLS	STBGP-FLEX	\$18.300	\$18.913	\$19.226	\$19.289	\$19.352	\$19.415	\$19.478	\$19.541	\$19.604	\$19.667

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 Studies
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** X1 O10c O10A (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	PLS	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**FY 2020-29 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 NA O10B (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$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 Costs
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$104.040	\$104.210	\$108.240	\$110.410	\$112.620	\$114.870	\$117.170	\$119.510	\$121.900	\$124.340

**FY 2020-29 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 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	CD	STATE	\$5.000	\$4.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

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 NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	DES	STATE	\$2.380	\$1.130	\$1.130	\$1.130						

**FY 2020-29 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:** NRS NA O10A, O10C (Exempt)

Provides expert consulting services, related to processes and organizational development, in the area of project and program management, including information systems architecture and integration for project and construction management information technology systems. Provides program management services to NJDOT for the implementation of Project Management and Reporting Systems including; e-Builder Enterprise Software as a Service information system, and other sub-systems such as Bluebeam. Provides coaching and mentoring services to NJDOT 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	DES	STATE	\$2.500	\$2.500	\$1.300	\$1.300						

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 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	RHC-B5K200K	\$1.715									
2029	Statewide	EC	RHC-FLEX	\$11.998	\$11.998	\$3.999							
2029	Statewide	EC	RHC-L5K	\$2.099									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** S8 NA S2 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	CON	STATE	\$1.000	\$1.000	\$1.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000

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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	TA-RTP	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227	\$1.227

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** X9 O5 O5 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

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:** S11 S6 S10 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$20.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000	\$17.000

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 S10 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000	\$100.000

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 S10 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	NHPP	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$10.000	\$10.000	\$10.000

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300

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 NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ROW	STATE	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050
2029	Statewide	ROW	STBGP-FLEX	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** X13 S2 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	NHPP	\$16.000	\$14.000	\$6.000	\$7.000	\$3.000	\$7.000				\$13.000

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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	TA-FLEX	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587	\$5.587

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Safe Streets to Transit Program			<i>DBNUM: 06402</i>
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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

Safety Programs			<i>DBNUM: 19370</i>
COUNTY: Various	SPONSOR: NJDOT	ASSET MANAGEMENT CATEGORY: Safety	
MUNICIPALITY: Various	MILEPOST(S):	Safety management: Safety Improvements	
LEGISLATIVE DISTRICT: Various	STRUCTURE NO:	AIR QUALITY CODE: S6 S6 S6 (Exempt)	

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Engineering Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways. Examples of some of these improvements 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, pavement improvements, traffic control signals, roundabouts, road diets, protection or removal of fixed objects, utility pole relocation or replacement, and systemic approaches to installation of land and roadway departure technologies to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and/or deaths. Improve safety on NJ roadway

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	HSIP	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000	\$14.000
2029	Statewide	ERC	STATE	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250

**FY 2020-29 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 Equipment
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000	\$3.000				

Sign Structure Inspection Program

DBNUM: X239

COUNTY: Various **SPONSOR:** NJDOT **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Various **MILEPOST(S):** N/A Bridge Assets: Sign Structures
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS O7 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100	\$2.100

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Sign Structure Rehabilitation/Replacement Program			DBNUM: X239A
COUNTY: Various	SPONSOR: NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation	
MUNICIPALITY: Various	MILEPOST(S): N/A	Bridge Assets: Sign Structures	
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: N/A	AIR QUALITY CODE: NRS 07 07 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STBGP-FLEX	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

Sign Structure Replacement Contract 2016-3			DBNUM: 15335
COUNTY: Various	SPONSOR: NJDOT	ASSET MANAGEMENT CATEGORY: Infrastructure Preservation	
MUNICIPALITY: Various	MILEPOST(S): N/A	Bridge Assets: Sign Structures	
LEGISLATIVE DISTRICT: Various	STRUCTURE NO: Various	AIR QUALITY CODE: NRS 07 (Exempt)	

The project will replace 14 existing overhead sign structures on Routes 3, 7, 17, 46, and 280:
 Route 3: 0204-202 (WB MP 6.40)
 Route 7: 0909-202 (NB MP 1.43), 0910-200 (MP 1.52), 0910-201 (SB MP 1.58)
 Route 17: 0211-202 (MP 3.70), 0211-201 (MP 3.73), 0211-203 (MP 3.88), 0211-204 (MP 3.95), 0211-200 (MP 4.25), 0211-205 (MP 4.35), 0211-206 (MP 4.40)
 Route 46: 0222-201 (MP 71.37)
 Route 280: 0730-216 (MP 12.39), 0730-222 (MP 12.96)

The project will also remove 1 Sign Structure on Route 7 at Northbound Milepost 1.58

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	CON	NHPP	\$6.800									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Signs Program, Statewide			<i>DBNUM: X39</i>
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 07 07 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$3.150	\$3.310	\$3.470	\$3.650	\$3.830	\$4.020	\$4.220	\$4.430	\$4.650	\$4.650

Smart and Connect Corridors Program			<i>DBNUM: 19600</i>
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 S7 O10C (Exempt)	

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages; enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	CON	STATE			\$5.365							
2029	Statewide	DES	STATE	\$2.150									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** NRS NA 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330

Staff Augmentation

DBNUM: X10A

COUNTY: Various **SPONSOR:** NJDOT **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation
MUNICIPALITY: Various **MILEPOST(S):** N/A Capital Program Delivery: Program Implementation Costs
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS NA O10C (Exempt)

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation’s (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$15.000	\$8.000	\$5.000	\$3.000						

**FY 2020-29 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 NA S2 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$5.000	\$5.000	\$5.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000	\$6.000

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 NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	NHPP	\$20.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000

**FY 2020-29 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:** NRS S4 S4 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STBGP-FLEX	\$5.000	\$2.000	\$2.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000

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 Costs
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** NRS NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175

**FY 2020-29 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:** X1 O10a O10A (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 Weigh-in-Motion and Traffic Volume Systems; 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, annual Highway Performance Monitoring System reporting; 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; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	NHPP					\$2.000					
2029	Statewide	EC	STATE	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490	\$1.490
2029	Statewide	PLS	NHPP	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000

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 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000

**FY 2020-29 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 Costs
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** N/A **AIR QUALITY CODE:** X1 O10c 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000

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:** NRS AQ2 AQ2 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000

**FY 2020-29 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:** X12 O8 O8 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	TA-B5K200K	\$0.396	\$0.398	\$0.401	\$0.403	\$0.406	\$0.409	\$0.411	\$0.414	\$0.416	\$0.419
2029	Statewide	ERC	TA-FLEX	\$1.081	\$1.137	\$1.193	\$1.249	\$1.305	\$1.362	\$1.420	\$1.477	\$1.535	\$1.593
2029	Statewide	ERC	TA-L5K	\$0.484	\$0.488	\$0.491	\$0.494	\$0.497	\$0.500	\$0.503	\$0.507	\$0.510	\$0.513

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:** NRS AQ1 AQ1 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	PLS	CMAQ	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250

**FY 2020-29 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 NA O10B (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$0.900	\$1.000	\$1.100	\$1.200	\$1.700	\$2.200	\$2.200	\$2.200	\$2.200	\$2.200

UHPC Overlay Research Project (8 Bridge Decks)

DBNUM: 18379

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:** 2106164 **AIR QUALITY CODE:** NRS S19 O10B (Exempt)

This project will evaluate the use of Ultra High Performance Concrete (UHPC) as a thin-bonded overlay on bridge decks, with a focus on increased service life and enhance structural capacity of the decks. In addition, deck repairs, as well as joint rehabilitation, will be evaluated during the design phase of the project. Structure Numbers: 2106164, 1403153, 0914155, 0604152, 1134171, 0821166, 1817163, 1422164 will be included in the project.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	CON	STATE	\$8.500									

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 NA O10B (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	ERC	STATE	\$35.290	\$29.970	\$44.750	\$37.860	\$36.060	\$55.060	\$55.060	\$55.060	\$71.560	\$89.380

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 NA (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	HSIP	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175	\$0.175

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Utility Reconnaissance and Relocation			<i>DBNUM: X182</i>
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 NA O1 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STATE	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500

Youth Employment and TRAC Programs			<i>DBNUM: X199</i>
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 NA O10B (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2029	Statewide	EC	STBGP-FLEX	\$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

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T143	ADA--Platforms/Stations	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.035	\$ 0.035	\$ 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	\$ 0.206	\$ 0.284	\$ 0.265	\$ 0.343	\$ 0.343	\$ 0.343	\$ 0.343	\$ 0.343	\$ 0.343	\$ 0.343
T111	Bus Acquisition Program	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 8.453	\$ 7.476	\$ 7.481	\$ 14.311	\$ 10.990	\$ 10.990	\$ 10.990	\$ 10.990	\$ 10.990	\$ 10.990
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	\$ 0.884	\$ 0.884
						ERC	STATE	\$ 0.345	\$ 0.345	\$ 0.345	\$ 1.395	\$ 1.395	\$ 1.395	\$ 1.395	\$ 1.395	\$ 1.395	\$ 1.395
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	NJ TRANSIT	Various	Various	SJTPO	EC	STATE										\$ 0.001
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	\$ 1.296	\$ 1.301	\$ 1.301	\$ 1.301	\$ 1.301	\$ 1.301	\$ 1.301	\$ 1.301	\$ 1.301	\$ 1.301
T13	Claims support	NJ TRANSIT	Various	Various	SJTPO	EC	STATE										\$ 0.001
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	\$ 0.210	\$ 0.210	\$ 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	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032	\$ 0.032
T20	Immediate Action Program	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.421	\$ 0.484	\$ 0.591	\$ 1.673	\$ 1.138	\$ 0.579	\$ 0.574	\$ 1.091	\$ 1.396	\$ 1.396
T95	Light Rail Infrastructure Improvements	NJ TRANSIT	Newark City	Various	SJTPO	ERC	STATE		\$ 0.210	\$ 0.910	\$ 0.910	\$ 0.910	\$ 0.910	\$ 0.910	\$ 0.910	\$ 0.910	\$ 0.910
T53E	Locomotive Overhaul	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 0.094	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063	\$ 0.063
T122	Miscellaneous	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.315	\$ 0.217	\$ 0.035	\$ 0.035	\$ 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	\$ 0.047	\$ 0.047
						ERC	SECT 5337				\$ 0.035	\$ 0.283	\$ 0.283	\$ 0.283	\$ 0.283	\$ 0.283	\$ 0.283
						ERC	STATE				\$ 0.290	\$ 0.213	\$ 0.213	\$ 0.213	\$ 0.213	\$ 0.213	\$ 0.213
T55	Other Rail Station/Terminal Improvements	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.109	\$ 0.109	\$ 0.109	\$ 0.109	\$ 0.109	\$ 0.109	\$ 0.109	\$ 0.109	\$ 0.109	
T121	Physical Plant	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.117	\$ 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	\$ 7.888	\$ 7.888	\$ 7.888	\$ 7.888	\$ 10.068	\$ 10.068	\$ 10.068	\$ 10.068	\$ 10.068	\$ 10.068
T39	Preventive Maintenance-Rail	NJ TRANSIT	Various	Various	SJTPO	CAP	SECT 5307	\$ 1.268	\$ 1.268	\$ 1.396	\$ 1.396	\$ 1.010	\$ 1.010	\$ 1.010	\$ 1.010	\$ 1.010	\$ 1.010
						CAP	SECT 5337	\$ 2.022	\$ 2.022	\$ 2.022	\$ 2.022	\$ 2.022	\$ 2.022	\$ 2.022	\$ 2.022	\$ 2.022	\$ 2.022
T106	Private Carrier Equipment Program	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 0.280	\$ 0.280	\$ 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	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225	\$ 1.225
T53G	Rail Fleet Overhaul	NJ TRANSIT	Various	Various	SJTPO	CAP	STATE	\$ 0.119									
T112	Rail Rolling Stock Procurement	NJ TRANSIT	Various	Various	SJTPO	CAP	CMAQ			\$ 0.001			\$ 0.794	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930
						CAP	SECT 5307	\$ 0.895	\$ 0.606	\$ 0.792	\$ 0.706	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930	\$ 0.930
						CAP	SECT 5337			\$ 0.078							
T37	Rail Support Facilities and Equipment	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.068	\$ 0.068	\$ 0.072	\$ 0.072	\$ 0.072	\$ 0.072	\$ 0.072	\$ 0.072	\$ 0.072	\$ 0.072
T509	Safety Improvement Program	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012
T150	Section 5310 Program	NJ TRANSIT	Various	Various	SJTPO	CAP	SECT 5310	\$ 0.511	\$ 0.511	\$ 0.511	\$ 0.511	\$ 0.511	\$ 0.511	\$ 0.511	\$ 0.511	\$ 0.511	\$ 0.511
						CAP	STATE	\$ 0.105	\$ 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	\$ 0.301	\$ 0.301	\$ 0.301	\$ 0.301	\$ 0.301	\$ 0.301	\$ 0.301	\$ 0.301	\$ 0.301	\$ 0.301
						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	
T50	Signals and Communications/Electric Traction Systems	NJ TRANSIT	Various	Various	SJTPO	ERC	STATE	\$ 0.136	\$ 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	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096	
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	
T500	Technology Improvements	NJ TRANSIT	Various	Various	SJTPO	EC	STATE	\$ 1.404	\$ 0.879	\$ 1.019	\$ 0.879	\$ 0.879	\$ 0.879	\$ 0.879	\$ 0.879	\$ 0.879	\$ 0.879
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	
T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	NJ TRANSIT	Various	Various	SJTPO	ERC	SECT 5307	\$ 0.668	\$ 1.251	\$ 1.686	\$ 0.586	\$ 1.686	\$ 0.785	\$ 0.785	\$ 1.616	\$ 1.616	\$ 1.616
						ERC	SECT 5337	\$ 0.423	\$ 0.423	\$ 0.423	\$ 0.423	\$ 0.423	\$ 0.423	\$ 0.423	\$ 0.423	\$ 0.423	\$ 0.423
						ERC	SECT 5339	\$ 0.215		\$ 1.099	\$ 0.215	\$ 0.215	\$ 0.215	\$ 0.215	\$ 0.215	\$ 0.215	\$ 0.215
						ERC	STP-TE	\$ 0.070	\$ 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	

**FY 2020-29 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:** A1 MT7, MT8 MT8 (Exempt)

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.035	\$0.035	\$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:** S19 S19 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.206	\$0.284	\$0.265	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343	\$0.343

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Bus Acquisition Program			<i>DBNUM: T111</i>
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: M10 MT10 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 including but not limited to cruiser buses, NABI buses, and articulated buses. 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.

Unobligated prior year funding:	PHASE	FUND	2012	2013	2014	2015	2016	2017	2018	2019
	CAP	SECT 5339						\$2.152		

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	CAP	STATE	\$8.453	\$7.476	\$7.481	\$14.311	\$10.990	\$10.990	\$10.990	\$10.990	\$10.990	\$10.990

Bus Passenger Facilities/Park and Ride			<i>DBNUM: T06</i>
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 including but not limited to acquisition of properties and any items or services needed to support the acquisition.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056	\$0.056

**FY 2020-29 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:** NRS NA O10A (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	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 Support
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** **AIR QUALITY CODE:** M1 NA MT1 (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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	CAP	CASINO REVEN	\$1.296	\$1.301	\$1.301	\$1.301	\$1.301	\$1.301	\$1.301	\$1.301	\$1.301	\$1.301

**FY 2020-29 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:** NRS MT3 O10A (Exempt)

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support 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 etc.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.210	\$0.210	\$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:** M9 MT9 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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.012	\$0.012	\$0.012	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032

**FY 2020-29 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:** X13 NA O10A (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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.421	\$0.484	\$0.591	\$1.673	\$1.138	\$0.579	\$0.574	\$1.091	\$1.396	\$1.396

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:** M5 MT6 MT8 (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, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition. 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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE			\$0.210	\$0.910	\$0.910	\$0.910	\$0.910	\$0.910	\$0.910	\$0.910

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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 MT3 (Exempt)

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

Unobligated prior year funding:	PHASE	FUND	2012	2013	2014	2015	2016	2017	2018	2019
	CAP	SECT 5307								\$10.000
	CAP	SECT 5337								\$5.210

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	CAP	STATE	\$0.094	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063	\$0.063

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 MT4 O10A (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.315	\$0.217	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** NRS MT9 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 including but not limited to acquisition of properties and any items or services needed to support the acquisition.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	SECT 5307				\$0.153	\$0.035	\$0.195	\$0.195	\$0.047	\$0.047	\$0.047
T2029	SJTPO	ERC	SECT 5337				\$0.035	\$0.283	\$0.283	\$0.283	\$0.283	\$0.283	\$0.283
T2029	SJTPO	ERC	STATE				\$0.290	\$0.213	\$0.213	\$0.213	\$0.213	\$0.213	\$0.213

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 MT7, MT8 MT3 (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 - system wide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.109	\$0.109	\$0.109	\$0.109	\$0.109	\$0.109	\$0.109	\$0.109	\$0.109	\$0.109

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Physical Plant

DBNUM: T121

COUNTY: Various **SPONSOR:** NJ TRANSIT **ASSET MANAGEMENT CATEGORY:** Mass Transit
MUNICIPALITY: Various **MILEPOST(S):** Transportation Support Facilities: NJ TRANSIT Facilities and
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** **AIR QUALITY CODE:** M4 MT4 MT1 (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/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.117	\$0.117	\$0.117	\$0.117	\$0.117	\$0.117	\$0.117	\$0.117	\$0.117	\$0.117

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 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.

Unobligated prior year funding:

PHASE	FUND	2012	2013	2014	2015	2016	2017	2018	2019
CAP	SECT 5307				\$1.799			\$21.657	\$7.888

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	CAP	SECT 5307	\$7.888	\$7.888	\$7.888	\$7.888	\$10.068	\$10.068	\$10.068	\$10.068	\$10.068	\$10.068

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** M9 NA MT3 (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	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	CAP	STATE	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225	\$1.225

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 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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	CAP	STATE	\$0.119									

**FY 2020-29 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:** M10 MT10 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".

Unobligated prior year funding:	PHASE	FUND	2012	2013	2014	2015	2016	2017	2018	2019
	CAP	CMAQ							\$0.620	\$0.930
	CAP	SECT 5307								\$0.895

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	CAP	CMAQ			\$0.001			\$0.794	\$0.930	\$0.930	\$0.930	\$0.930
T2029	SJTPO	CAP	SECT 5307	\$0.895	\$0.606	\$0.792	\$0.706	\$0.930	\$0.930	\$0.930	\$0.930	\$0.930	\$0.930
T2029	SJTPO	CAP	SECT 5337			\$0.078							
T2029	SJTPO	CAP	STATE	\$0.854	\$1.712	\$2.942	\$1.173	\$2.095	\$1.859	\$2.157	\$2.157	\$2.157	\$2.157

**FY 2020-29 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:** M11 MT8 MT9 (Exempt)

This program provides funds for rehabilitation and construction activities for yard improvements system wide, 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 system wide 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 including but not limited to acquisition of properties and any items or services needed to support the acquisition.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.068	\$0.068	\$0.072	\$0.072	\$0.072	\$0.072	\$0.072	\$0.072	\$0.072	\$0.072

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 and
LEGISLATIVE DISTRICT: Various **STRUCTURE NO:** **AIR QUALITY CODE:** M9 NA S6 (Exempt)

This program provides funding for safety improvement initiatives system wide 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, acquisitions and other associated costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

Signals and Communications/Electric Traction Systems			<i>DBNUM: T50</i>
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 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 system wide 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 system wide, rehabilitation of system wide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136	\$0.136

Small/Special Services Program			<i>DBNUM: T120</i>
COUNTY: Various	SPONSOR: NJ TRANSIT	ASSET MANAGEMENT CATEGORY: Mass Transit	
MUNICIPALITY: Various	MILEPOST(S):	Local System Support: NJ TRANSIT Local System Support	
LEGISLATIVE DISTRICT: Various	STRUCTURE NO:	AIR QUALITY CODE: A1 AQ1 MT1 (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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	EC	STATE	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096	\$0.096

**FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

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:** X1 O10c O10A (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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	PLS	STATE	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321

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:** M4 MT5 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 system wide, 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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	EC	STATE	\$1.404	\$0.879	\$1.019	\$0.879	\$0.879	\$0.879	\$0.879	\$0.879	\$0.879	\$0.879

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Track Program			<i>DBNUM: T42</i>
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 MT9 (Exempt)	

Funding is provided for an annual program of track rehabilitation including system wide 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.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	STATE	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223	\$0.223

**FY 2020-29 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:** NRS MT8 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 9030.1E., 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.

Unobligated prior year funding:	PHASE	FUND	2012	2013	2014	2015	2016	2017	2018	2019
	ERC	SECT 5307							\$0.376	\$1.303
	ERC	SECT 5337							\$0.435	\$0.660
	ERC	SECT 5339								\$1.211

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	SJTPO	ERC	SECT 5307	\$0.668	\$1.251	\$1.686	\$0.586	\$1.686	\$0.785	\$0.785	\$1.616	\$1.616	\$1.616
T2029	SJTPO	ERC	SECT 5337	\$0.423	\$0.423	\$0.423	\$0.423	\$0.423	\$0.423	\$0.423	\$0.423	\$0.423	\$0.423
T2029	SJTPO	ERC	SECT 5339	\$0.215		\$1.099	\$0.215	\$0.215	\$0.215	\$0.215	\$0.215	\$0.215	\$0.215
T2029	SJTPO	ERC	STP-TE	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070	\$0.070

FY 2020-29 TRANSPORTATION IMPROVEMENT PROGRAM

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Transit Rail Initiatives			<i>DBNUM: T300</i>
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: NRS MT1 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 system wide, 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 including but not limited to acquisition of properties and any items or services needed to support the acquisition.

(figures are in millions)

PLAN	MPO	PHASE	FUND	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
T2029	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

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 available through other sources of money by the State. In future years, federal funds are used to reimburse the initial funding source.

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

Asset Management Categories

Projects are funded under various funding categories, depending on the type of work to be done. For purposes of the Transportation Improvement Program (TIP), the Asset Management Category is linked to the New Jersey Department of Transportation'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

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
- Culverts

- Bridge Capital Maintenance
- Bridge Capital Maintenance O&M
- Bridge Management
- Bridge Rehabilitation and Replacement
- Bridge Safety Improvements
- Dams
- Bridge Deck Rehabilitation and Replacement
- NJ TRANSIT Bridges
- Railroad Overhead Bridges
- Signs

Bridge-Off

This federal-aid funding category provides funds to the New Jersey Department of Transportation (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, New Jersey Transit (NJ TRANSIT) bridges, and railroad overhead bridges.

Capital Acquisition (CAP)

This phase of work denotes the acquisition of rolling stock by New Jersey Transit (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 New Jersey Transit (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 New Jersey Transit (NJ TRANSIT) for a cash reserve fund to guarantee payment to the note holders.

Concept Development (CD/LCD)

The purpose of this 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 the New Jersey Department of Transportation (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 the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (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 Widening
- Missing Links
- NJ TRANSIT Congestion Relief

Construction (CON)

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

Core Mission

The New Jersey Department of Transportation'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 Transportation Improvement Program (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 the New Jersey Department of Transportation (NJDOT) includes "demonstration" funding provided under Intermodal Surface Transportation Efficiency Act of 1991 (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 the New Jersey Department of Transportation (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 the New Jersey Department of Transportation (NJDOT) are allocated for improvements to ferry boats and ferry terminal facilities throughout the state.

Final Design (DES)

The purpose of this 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.

Fiscal Constraint

A demonstration of sufficient funds (federal, state, local, or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Full Funding Grant Agreements (FFGAs)

FFGAs to New Jersey Transit (NJ TRANSIT) are authorized under Federal transit law. FFGAs are a special type of grant agreement FTA uses for making a major investment in a new fixed guideway system, such as a rail line, high-occupancy vehicle lane, or ferry service.

Funding Categories

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

The New Jersey Department of Transportation (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
- Port Authority of New York and New Jersey (PANY-NJ)
- Planning (PL/PL-FTA)
- Rail-Highway Grade Crossings Program (RHC)
- Recreational Trails (RTP)
- Statewide Planning and Research (SPR/SPR-FTA)
- Surface Transportation Block Grant Program (STBGP)
- STATE
- To Be Determined (TBD)
- Transportation Alternatives Program (TAP)

New Jersey Transit (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
- Port Authority of New York and New Jersey (PANY-NJ)
- 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 Block Grant Program (STBGP)

- Section 5307 (SECT 5307)
- Section 5309 (SECT 5309)
- Transportation Alternatives Program (TAP)
- Transit-Oriented Development (TOD)

Highway Safety Improvement Program (HSIP)

This federal-aid funding category to the New Jersey Department of Transportation (NJDOT) was established under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (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. Moving Ahead for Progress in the 21st Century Act (MAP-21) has continued this program with a focus on performance measures and targets.

Infrastructure Preservation

One of the New Jersey Department of Transportation'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 the New Jersey Department of Transportation (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 the New Jersey Department of Transportation'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 New Jersey Transit (NJ TRANSIT) that are needed to match federal funding (JARC and SECT 5311).

METRO-NORTH

Funding to New Jersey Transit (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 the New Jersey Department of Transportation'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 Moving Ahead for Progress in the 21st Century Act (MAP-21), the National Highway Performance Program provides support to the New Jersey Department of Transportation (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 New Jersey Transit (NJ TRANSIT).

Operations and Maintenance

One of the New Jersey Department of Transportation'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 the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT) represent funding provided from other sources, including but not limited to, bi-state and autonomous authorities, private entities, and local governments.

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 the New Jersey Department of Transportation (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.”

Port Authority of New York and New Jersey (PANY-NJ)

This represents funding provided to the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT) by Port Authority of New York and New Jersey (PANY-NJ).

Preliminary Design (PD/LPD)

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

Preliminary Engineering (PE/LPE)

A phase of work that 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 the New Jersey Department of Transportation (NJDOT) Preliminary Engineering phase; LPE denotes preliminary engineering by a local entity (MPO, county, municipality).

Problem Screening (PS)

A phase of work that 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 the New Jersey Department of Transportation (NJDOT) Management Systems, Planning Studies, a Metropolitan Planning Organization (MPO), 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 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 New Jersey Transit (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 Plan (PIP)

A document that outlines the requirements and best practices the SJTPO will follow to ensure plans and programs maximize the involvement of 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 the New Jersey Department of Transportation (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 the New Jersey Department of Transportation (NJDOT) provides grants to public agencies and nonprofit organizations for a variety of trail projects. The New Jersey Department of Environmental Protection (NJDEP), 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
- Landscape
- Landscape – O&M

- Drainage – Operations and Maintenance (O&M)
- Environmental Remediation
- Highway Capital Maintenance
- Highway Capital Maintenance – O&M
- Highway Rehabilitation and Reconstruction
- Highway Resurfacing
- 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 the New Jersey Department of Transportation'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 New Jersey Department of Transportation (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 Moving Ahead for Progress in the 21st Century Act (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 New Jersey Transit (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 New Jersey Transit (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 New Jersey Transit (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 New Jersey Transit (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 New Jersey Transit (NJ TRANSIT) funding category is also known as Transit Asset Management. Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the Federal Transit Administration (FTA) to define the term “state of good repair” and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. All FTA grantees and their subrecipients are required to develop

transit asset management plans. FTA will support this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.

Section 5337 (SECT 5337)

Under this New Jersey Transit (NJ TRANSIT) funding category, Moving Ahead for Progress in the 21st Century Act (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 New Jersey Transit (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 New Jersey Transit (NJ TRANSIT) funding category is also known as High Density and Growing State Apportionments. This funding source is provided to states that are either expected to experience population growth over the next 15 years or have a population density greater than 370 persons per square mile.

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 the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT) received from the New Jersey Transportation Trust Fund (TTF).

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 New Jersey Department of Transportation (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 Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (formerly the Surface Transportation Program) is a federal-aid funding category for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT). The program, established under Intermodal Surface Transportation Efficiency Act of 1991 (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 alternatives (STBGP-TA). Sub-allocations must be made to urbanized and non-urbanized areas; 55% of STBGP funding provided is suballocated to regions within the state based on the regions' proportion of the state's population. For more discussion on the STBGP as it applies to the SJTPO region, refer to the [Project Selection](#) section of this report.

To Be Determined (TBD)

Funding to the New Jersey Department of Transportation (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 the New Jersey Department of Transportation (NJDOT) and New Jersey Transit (NJ TRANSIT) from the Federal Highway Administration's (FHWA) former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs. Moving Ahead for Progress in the 21st Century Act (MAP-21) eliminates the 10% set-aside under the Surface Transportation Block Grant Program (STBGP) for "transportation enhancements" and replaces it with the new "transportation alternatives" program. Like the STBGP funding the TAP funds are also suballocated to areas of New Jersey based on their relative share of the State's population.

The New Jersey Department of Transportation (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 Moving Ahead for Progress in the 21st Century Act (MAP-21), this New Jersey Transit (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

FY 2020-2029 Transportation Improvement Program and *Transportation Matters - A Plan for South Jersey*

Transportation Conformity

FY 2020-2029 Transportation Improvement Program
Transportation Matters - A Plan for South Jersey



South Jersey
Transportation
Planning Organization

www.sjtpo.org

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TRANSPORTATION CONFORMITY

FY 2020-2029 Transportation Improvement Program
Transportation Matters - A Plan for South Jersey

Policy Board Approved
September 23, 2019



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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 1909-24: Adopting the SJTPO Transportation Conformity Determination for the FY 2020-2029 Transportation Improvement Program and *Transportation Matters-A Plan for South Jersey* Under the 2015 8-Hour Ozone National Ambient Air Quality Standards

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 transportation plans and programs developed by the SJTPO are required to 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 four-county SJTPO region is designated as a Nonattainment Area under the 8-Hour Ozone National Ambient Air Quality Standards (NAAQS), originally set in 1997, revised in 2008 and 2015; and

WHEREAS, the current conformity determination for the FY 2018-2027 Transportation Improvement Program (TIP), adopted in September 2017, and *Transportation Matters-A Plan for South Jersey* (SJTPO's Regional Transportation Plan), adopted in July 2016, were based on estimates consistent with emissions budgets, approved effective August 1, 2008, in the New Jersey State Implementation Plan (SIP); and

WHEREAS, the latest 8-Hour Ozone standards (70 ppb) were promulgated in 2015; and on June 4, 2018, the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area, of which SJTPO is a part, was designated a marginal nonattainment area under the 2015 8-Hour Ozone Standard; and

WHEREAS, updating the conformity determination now will verify that SJTPO's Regional Transportation Plan (RTP) and TIP continue to meet the 8-Hour Ozone Standards under the 2015 8-Hour ozone standards (70 ppb), and will keep the RTP and TIP in effect at least through July 25, 2020, when the current RTP would lapse; and

WHEREAS, the SJTPO Interagency Consultation Group agreed that, per 40 CFR 93.122(g), reliance on the regional emissions analysis completed in 2017 was acceptable; 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 Transportation Conformity Analysis; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the SJTPO Transportation Conformity Determination for the FY 2020-2029 TIP and *Transportation Matters-A Plan for South Jersey* Under the 2015 8-Hour Ozone NAAQS; and

BE IT FURTHER RESOLVED, that the Policy Board hereby determines that the SJTPO FY 2020-2029 TIP and *Transportation Matters-A Plan for South Jersey*; conform to the purposes of the State Implementation Plan and the Clean Air Act, and this determination applies to the entire region.

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 23, 2019.

Handwritten signature of John W. Risley in blue ink, including the initials MB.

John W. Risley, Secretary/Treasurer

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1. Acronyms

AQCR	Air Quality Control Region
CAA	Clean Air Act
CO	Carbon Monoxide
CFR	Code of Federal Regulations
DVRPC	Delaware Valley Regional Planning Commission
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HC	Hydrocarbons
ICG	Interagency Consultation Group
MOVES	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NJDEP	New Jersey Department of Environmental Protection
NJDMV	New Jersey Department of Motor Vehicles
NJDOT	New Jersey Department of Transportation
NJTPA	North Jersey Transportation Planning Authority
NOx	Oxides of Nitrogen
RTP	Regional Transportation Plan
SIP	State Implementation Plan
SJTDM	South Jersey Travel Demand Model
SJTPO	South Jersey Transportation Planning Organization
VOCs	Volatile Organic Compounds
TCMs	Transportation Control Measures
TIP	Transportation Improvement Program
USC	United States Code
US DOT	United States Department of Transportation
US EPA	United States Environmental Protection Agency
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VPOP	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 2020-2029 Transportation Improvement Program (TIP) and *Transportation Matters – A Plan for South Jersey* (Regional Transportation Plan, (RTP) Update) under the 2015 8-Hour Ozone National Ambient Air Quality Standards (NAAQS).

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

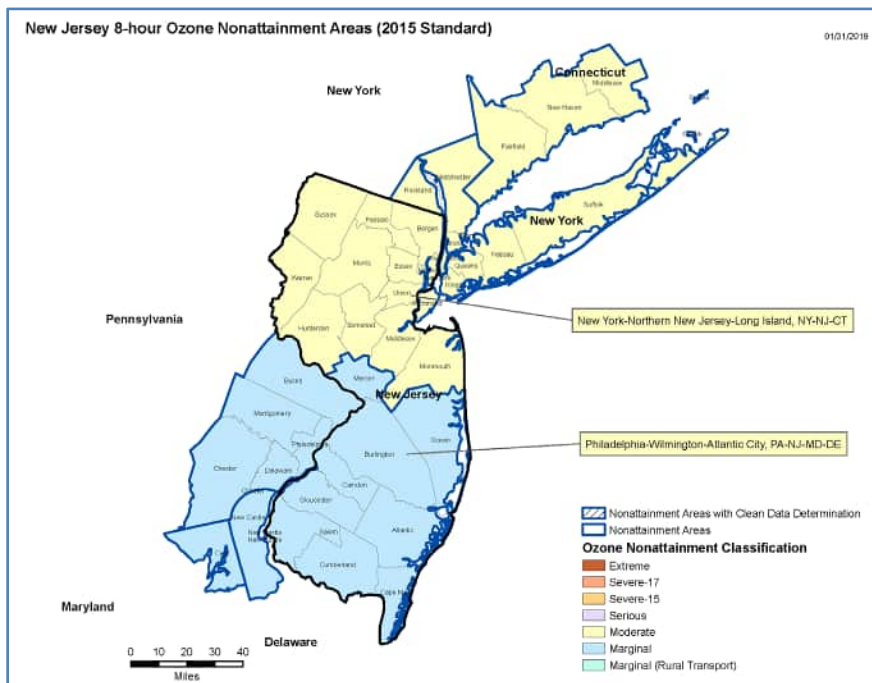
The US EPA sets these standards, more formally known as NAAQS, to protect public health. Those areas that currently do not meet these standards are called “nonattainment areas” or “maintenance areas” if they have recently attained the standards but need to demonstrate maintenance via a federally-approved 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 (NOx). Conformity findings must be based on established budgets (where appropriate)

for VOCs and NOx 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 2020-2029 TIP and *Transportation Matters* with the 2015 8-Hour Ozone NAAQS (70 parts per billion (ppb)). In October 2015, the US EPA adopted a new standard of 70 parts per billion (ppb). The Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE was designated as a marginal nonattainment area, with an attainment date of August 3, 2021. Attainment must be demonstrated, however, by the 2020 modeling year. Figure 1, below, depicts the 8-Hour Ozone Non-Attainment Area under the 2015 8-Hour Ozone Standard.

Figure 1: 8-Hour Ozone Non-Attainment Area (2015 Standard)



Source: www3.epa.gov/airquality/greenbook/nj8_2015.html.

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,¹ “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.”

¹ Excerpted from USEPA website - <https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-2#nj>.

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.

A portion of the region, defined as Atlantic City, Atlantic County and Penns Grove, Salem County, was part of a CO “not classified” maintenance area. However, after February 5, 2016, 20 years after the effective date of EPA’s approval of the first 10-year maintenance plan and redesignation of the area to attainment for the CO NAAQS, transportation conformity requirements for CO for these areas have ceased to apply.²

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.

² Letter from US EPA to SJTPO. May 7, 2018.

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 performed for this conformity determination was run in April and May of 2017. That regional emissions analysis was based on the current Regional Transportation Plan, *Transportation Matters—A Plan for South Jersey*, as well as the current FY 2018-2027 Transportation Improvement Program (TIP). Since there has not been any new regionally significant projects or significant changes in the design scope and/or concept for existing regionally significant projects, per 40 CFR §93.122(g) of the Transportation Conformity Regulations, SJTPO is relying on this analysis to demonstrate conformity of *Transportation Matters—A Plan for South Jersey*, with the SIP. While the FY 2020-2029 TIP and non-federally funded regionally significant projects does include some new projects and minor changes in scope to some of the existing projects, none of the changes were deemed to be significant enough to warrant a new regional emissions analysis. As such, reliance on the existing regional emissions analysis was approved by the interagency consultation group at their teleconference on June 17, 2019.

The regional emissions analysis was conducted to demonstrate conformity of the 2018-2027 TIP and the latest comprehensive plan: *Transportation Matters-A Plan for South Jersey*. 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.

For this iteration of the conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO_x 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_x, 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 the FY 2020-2029 TIP projects and non-Federally funded regionally significant projects is contained in Appendix A1 and A2, respectively. 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 (O₃) 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_x), 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.

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_x. 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_x are the budget levels for the year 2009 and later for the SJTPO region. VOC and NO_x budget levels corresponding to the analysis years of 2020, 2030 and 2040 are listed in Table 1. The values correspond to maximum allowable emissions generated for an average summer work weekday, the prescribed analysis day/period for the VOC and NO_x emissions testing in the SJTPO region.

Table 1: SJTPO Region Daily Mobile Vehicle Emission Budgets³

Budgets	2020 (tons)	2030 (tons)	2040 (tons)
VOC	13.04	13.04	13.04
NOx	29.64	29.64	29.64

³ Budgets found adequate for conformity purposes by the US EPA August 1, 2008

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.⁴ 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).⁵

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.

⁴ 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.

⁵ 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.

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.⁶ 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.

⁶ 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: <https://www.nj.gov/dep/baqp/8hrsip/8hrsip.html#final>.

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.

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 25, 2019. A second Interagency Consultation Group teleconference was held on March 22, 2019. 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 April 1, 2019 and lasting through April 30, 2019. 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. Because of the reliance of this conformity determination relies on a previous regional emissions analysis and few significant changes otherwise, the Interagency Consultation Group agreed that a formal public meeting was not needed for this particular conformity determination.

Table 2: FY 2020-2029 TIP Conformity Schedule

PROCESS	EST. DATE
Teleconference with Interagency Consultation Group (ICG) to propose reliance on 2017 regional emissions analysis and existing planning assumptions.	3/22/2019
Teleconference with Interagency Consultation Group (ICG) to discuss project list and confirm reliance on 2017 regional emissions analysis.	6/17/2019
Begin Public Review Period	7/15/2019
End of Public Review Period	8/21/2019
Recommendation of conformity determination adoption by TAC	9/9/2019
Conformity Determination Adoption by Policy Board	9/23/2019

PROCESS	EST. DATE
Forward approved Conformity Determination to FHWA/FTA/EPA	10/1/2019

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 3. The VMT and VHT data are summarized by analysis period, for summer, and are presented for comparative purposes.

Table 3: Regional Travel Summary for SJTPO Region

	2020	2030	2040
Population	606,400	627,000	636,800
Employment	324,900	327,300	344,700
VMT Summer	19,249,505	19,599,818	20,016,022
VHT Summer	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, 2008.⁷ 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

⁷ Excerpted from USEPA website - <https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-2%23nj>

budget tests passed for the all 8-Hour Ozone attainment analysis years, as seen in Tables 4 and 5. Figure 2 illustrates the results depicted in Tables 4 and 5.

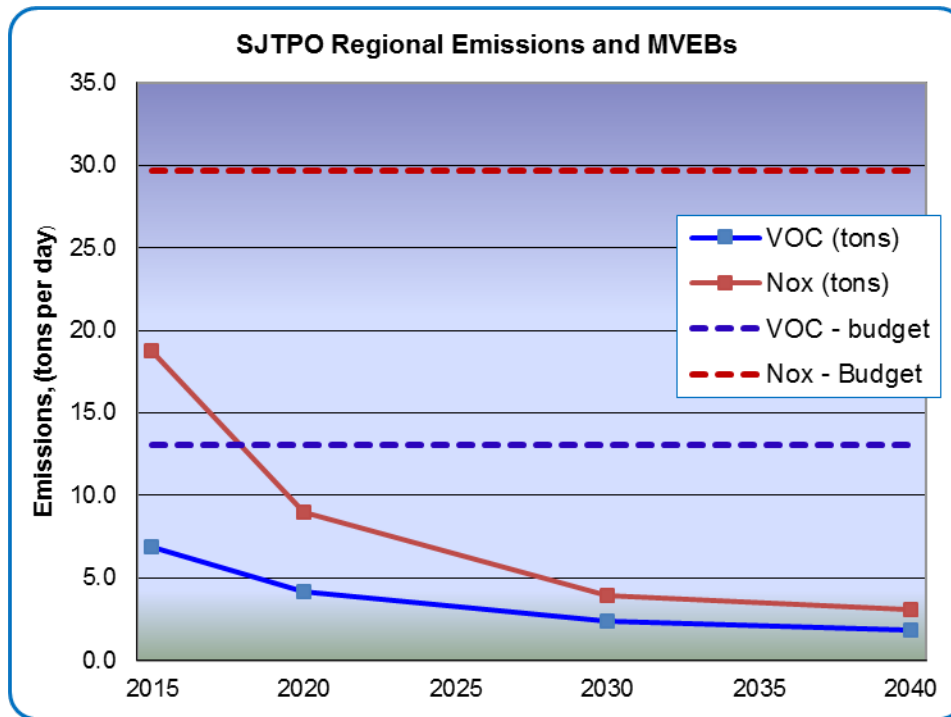
Table 4: VOC Budget Test, SJTPO (tons per day)

	2020	2030	2040
Budget	13.04	13.04	13.04
Action	4.19	2.40	1.80
Budget-Action	8.85	10.64	11.24
Pass/Fail	PASS	PASS	PASS

Table 5: NOx Budget Test, SJTPO (tons per day)

	2020	2030	2040
Budget	29.64	29.64	29.64
Action	8.94	3.91	3.11
Budget-Action	20.70	25.73	26.53
Pass/Fail	PASS	PASS	PASS

Figure 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 6.

Table 6: Evaluation of the Conformity Determination Criteria

<i>Corresponding 40 CFR Part 93 Section(s)</i>	<i>Evaluation Criteria</i>	<i>SJTPO’s Response</i>
§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 2020 is a horizon year.
§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.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§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.
§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 under the 1997/2008/2015 8-Hour Ozone Standards. 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. The Interagency Consultation Group reaffirmed these planning assumptions for this conformity determination at their 3/22/19 interagency consultation call.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
	<p>(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?</p>	<p>(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.</p>
	<p>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</p>	<p>(c) Yes. Applicable transit operating policies and transit ridership are addressed in conformity.</p>
	<p>(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.</p>	<p>(d) Transit service and increases in fares, etc. are addressed in this conformity demonstration. Also included are planned toll increases on authority facilities.</p>
<p>§93.110</p>	<p>(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.</p>	<p>(e) Currently, there are no adopted TCMs in the corresponding SIPs.</p>
	<p>(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.</p>	<p>(f) Key assumptions are specified and other supporting documents are included in this conformity determination document, which is available to the public and TCICG.</p>

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, July 27, 2017, February 25, 2019, March 22, 2019, and June 17, 2019. 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.
§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 2020-2029 TIP analysis is performed as part of <i>Transportation Matters-A Plan for South Jersey</i> , under the 1997/2008/2015 8-Hour Ozone NAAQS, and are the currently conforming TIP and the Plan, respectively.
§93.115	Are the projects from a conforming Plan and TIP?	Yes. The FY 2020-2029 TIP Conformity Determination was approved on September 23, 2019, 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.

<i>Corresponding 40 CFR Part 93 Section(s)</i>	<i>Evaluation Criteria</i>	<i>SJTPO's Response</i>
§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?	Yes, although the Plan and TIP are unchanged from when the previous regional emissions analysis was run—in April, May 2017.

10. Comments and Responses

No comments were received.

Appendix A1: FY 2020-2029 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 2020-2029 TIP Projects/Programs. *For a detailed list of all the projects included in this conformity analysis, refer to the following sections in the TIP:*

- [2. Regional Highway Projects/Programs](#)
- [3. NJDOT Statewide Projects/Programs](#)
- [4. NJ TRANSIT Projects/Programs](#)

Appendix 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” (See Appendix C for full list)
FY 2018 Scenario Year	Scenario year from prior regional emission analysis
Status_FY20/ Notes	Status of project for <u>this</u> conformity analysis, including additional notes.

NJ Turnpike Authority

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	FY2018 Scenario Year	Status_FY20/ Notes
GSP	Garden State 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 and was completed in 2018.	NJTA	Atlantic	N		2020	Completed.
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 and was completed in 2018.	NJTA	Atlantic	N		2020	Completed.

NJ Turnpike Authority (cont.)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	FY2018 Scenario Year	Status_FY20/ Notes
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 2019.	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.
GSP	Garden State Parkway Shoulder Widening Milepost 30 to 35	This project will provide standard left and right shoulders in both directions of the GSP between mileposts 30 and 35, improve roadside safety features, construct stormwater management facilities and replace eight bridges. This project is currently in the design phase. Estimated construction cost is \$60,000,000.	NJTA	Atlantic	N		2020	Construction is anticipated to begin second quarter of 2020

South Jersey Transportation Authority (SJTA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	FY2018 Scenario Year	Status_FY20/ Notes
ACE	ACE/ACY Direct Connector	Design and construction of direct connect roadway from the AC Expressway to ACY Airport.	SJTA	Atlantic	N		2030	2030. By-pass ramp from outgoing Amelia Earhart Boulevard to Tilton Road (CR-563) Northbound constructed in 2018, but not a new movement.
ACE	ACE Widening Project	Construction of a third lane eastbound and westbound from MP31-44.	SJTA	Atlantic	N		2030	2030. Formerly known as ACE Third Lane Widening Westbound.
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. Atlantic City Expressway MP 0.0 - 44.	SJTA	Atlantic	N		2030	2030

Delaware River and Bay Authority (DRBA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	FY2018 Scenario Year	Status_FY20/ 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 Under Phase II. Improvements will also be made on Beach Drive such as widening, adding shoulders, and adding sidewalk with the intention of matching recent improvements performed by Lower Township. Design is nearly complete with construction anticipated in late 2020 with completion planned for 2022. The estimated cost for this work is \$7 million.	DRBA	Cape May	Y	S10		While Phase I was non-exempt, Phase II is exempt. Beach drive currently is under-width and lacks shoulders and sidewalks. Goal is to make these improvements for safety purposes but not add any lanes.
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 summer 2019. The expected cost for this work is \$700,000.	DRBA	Salem	Y	S10	2020	2020

Appendix 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 March 22, 2019 meeting.

Appendix 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
SAFETY	
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
MASS TRANSIT	
MT1	Operating assistance to transit agencies
MT2	Purchase of support vehicles
MT3	Rehabilitation of transit vehicles ¹
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 ¹
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

¹In PM₁₀ 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

Public Comment Period: Monday, July 15, 2019 – Wednesday, August 21, 2019

Public Meeting: Thursday, August 15, 2019

SJTPO opened a public comment period on Monday, July 15, 2019 for the Draft FY 2020-2029 Transportation Improvement Program (TIP). The TIP is a list of projects and programs scheduled to be implemented over a period of at least four years (ten years in New Jersey). Transportation projects must be included in the TIP to receive most types of federal funding. The TIP provides a mechanism for locally-elected officials and agency staff to review the region's capital programming. It represents a consensus among MPO members and other major transportation interests in the region as to what improvements should have priority for available funds.

The Final FY 2020-2029 TIP is available on the SJTPO website (www.sjtpo.org/tip). Hardcopies are available at the SJTPO office (782 South Brewster Road; Unit B6; Vineland, NJ 08361).

1. **COMMENT:** Is there any way that transportation can be implemented with one or two trips a day from the Atlantic City hub from Cape May City and Cape May County? There is a bus from Cape May to Atlantic City, but it is a three-hour ride with multiple stops. An express bus with minimal stops could improve mass transportation.

RESPONSE: NJ TRANSIT - *This request will be forwarded to the appropriate NJ TRANSIT department for consideration. In any request for new service, ridership demand would need to be determined, as would the costs of operation and identification of funding to subsidize the operation. The current trip time from end to end on the #552 bus line between Cape May and Atlantic City is 2:15 to 2:20. Also, if SJTPO is interested, NJ TRANSIT would be willing to provide technical support, as we are able, to a SJTPO-led effort to study potential ridership demand for such a service.*

2. **COMMENT:** Hammonton Township requests the below list of project locations be reviewed and considered for future project funding eligibility.
 - Curb and sidewalks along the northeast side of Central Avenue (County Route 542) extending Park Avenue northeast to the White Horse Pike (State Route 30).
 - Curb and sidewalk along Broadway Avenue (County Route 680) from Central Avenue (County Route 542) to the White Horse Pike (State Route 30).

- Curb and sidewalk replacement along Egg Harbor Road (County Route 561) from New Jersey Transit train station and extending northwest to the center of town (State Route 54).
- Curb and sidewalk improvements along White Horse Pike (State Route 30) at the following locations:
 - i.* Walmart Shopping Plaza southeast to Plymouth Road
 - ii.* Central Avenue (County Route 542) and extending southeast across the Hammonton Lake property frontage to connect the existing sidewalk on the southerly side of the lake
 - iii.* White Horse Pike (State Route 30), both sides of the roadway in front of the Cedar Branch stream crossing
- Pedestrian bump outs at various downtown intersections along Bellevue Avenue (State Route 54) to increase pedestrian safety.

RESPONSE: *Atlantic County – Improvements at these locations may be eligible for the following funding sources:*

- *Transportation Alternative Program (TAP); administered by NJDOT in partnership with SJTPO. More information may be found here: <https://www.sjtpo.org/tap/>*
- *Safe Routes to School (SRTS); administered by NJDOT in partnership with SJTPO. More information may be found here: <https://www.sjtpo.org/srts/>*

Atlantic County supports pursuing improvements at the locations listed and would provide approval of applications made for improvements to County Highway locations.

3. **COMMENT:** When reviewing the draft FY 2020-2029 TIP, there were no projects for Cape May County's Ocean Drive bridges or the bridge into Stone Harbor, all of which need much work. Perhaps these bridges are covered in DBNUM 03304, which covers \$1 million for each year 2020 to 2028 and \$24 million for 2029. Regardless, \$1 million in the near years is woefully inadequate.

RESPONSE: *Cape May County – The county is currently preparing a comprehensive bridge plan to address the replacement of the original Ocean Drive bridges in addition to the Great Channel bridge and 96th Street Bridge that leads into Stone Harbor. An RFP for the replacement of the entire bascule span, the electrical and mechanical components of the 96th Street Bridge is being advertised this fall. The intent is to design the replacement bascule span for an eventual replacement within 5 years. The approach spans that were built in the late 1980s will remain. The remaining Ocean Drive bridges will have a phased replacement beginning in 5 years. The county has already begun the process of establishing a fund that will be available enabling bonding capacity to start the first planned replacements, Middle Thorofare, Mill Creek, and Upper Thorofare Bridges. The design of these bridges is intended*

to begin sometime in late 2020. The remaining bridges will be prioritized from there. In the interim, the county has already addressed priority repairs on Townsends Inlet, Mill Creek, and Upper Thorofare bridges and planned priority repairs are scheduled for Middle Thorofare this year. Our annual 3.1 million-dollar Local Bridges Future Needs grant will be utilized to target priority work on the other bridges until their eventual replacement.

4. **COMMENT:** What is the status of the Atlantic County Bikeway West (from the Atlantic County Institute of Technology to Buena Borough)? Instead, we would be ecstatic if the bikeway could be completed from Atlantic County Institute of Technology to Knights Avenue in Harding Lakes Housing Complex in Mays Landing.

RESPONSE: Atlantic County – *At this time, Atlantic County is not pursuing the bikeway west plan due to Right of Way conflicts and environmental concerns. In addition, there is a lack of personnel resources while competing with other higher priority departmental transportation projects.*

5. **COMMENT:** Is there any improvement planned for the old Rail Bed that runs from Camden City, New Jersey to Atlantic City, New Jersey? The State should consider making it into a first-rate bikeway/path for locals and visitors to travel and explore. It would be great for local and regional business, for both the City of Camden and City of Atlantic City, and for every town it runs through in between.

RESPONSE: NJDOT – *Please work with the SJTPO to coordinate with the department concerning this issue.*

6. **COMMENT:** In Table 2, funding for SJTPO is listed at \$4.1 million in the first year of the TIP. In the current TIP, this same figure is \$11.7 million. What is the cause of the difference?

RESPONSE: NJDOT - *Officially, the SJTPO region's federal urbanized resources are \$4.1 million per year. The NJDOT provides additional obligation authority from its limited resources to the region and will continue this arrangement in future years. Additional resources will be provided from the under 5k and the between 5k and 200k population federal apportionments.*

7. **COMMENT:** Does New Jersey have a dedicated funding source for disaster relief efforts in the event of another hurricane?

RESPONSE: NJDOT – *The FY 2020 – FY 2029 STIP does not include a dedicated federal funding source for disaster relief.*

8. **COMMENT:** Is there a process by which SJTPO could request additional federal funds to better serve the needs of the region?

RESPONSE: NJDOT – *This is a decision for local officials to petition Congress for increased federal funding. Urbanized funding is established by Congress.*

9. **COMMENT:** Route 40 eastbound to Route 322 near Hamilton Mall has an overhead highway sign for the Atlantic City Expressway misaligned with the roadway causing the right side of traffic contracting curbing.

RESPONSE: NJDOT – *We will forward this comment to the proper NJDOT unit for investigation.*

10. **COMMENT:** Route 40 eastbound between Old Landis Avenue connection and east to Bears Head Road has numerous large trees growing over the roadway.

RESPONSE: NJDOT – *We will forward this comment to the proper NJDOT unit for investigation.*

11. **COMMENT:** Route 40 at the traffic light with Route 54 has both southbound lanes moving into one lane and merging to the left. The right-hand curbing should be relocated to the right and the left lane should be designated as left turn only. This roadway has traffic moving southbound at 55 mph into the intersection.

RESPONSE: NJDOT – *We will forward this comment to the proper NJDOT unit for investigation.*

12. **COMMENT:** Route 559 intersection with Route 559 Alt. has current pavement upgrade, but the right-hand shoulder area of this intersection has major vegetation and a tree line area blocking the view from oncoming traffic during the night time and acclimate weather conditions.

RESPONSE: Atlantic County – *Thank you for bringing this area of concern to our attention. We have forwarded your comment to Atlantic County Department of Public Works.*

13. **COMMENT:** Old Landis Avenue at intersection with Milmay Avenue has westbound roadway misaligned with a large tree blocking the traffic lane.

RESPONSE: Atlantic County – *Thank you for bringing this area of concern to our attention. We have forwarded your comment to Atlantic County Department of Public Works.*

14. **COMMENT:** Sherman Avenue and Orchard Avenue intersection is extremely misaligned at the regional hospital.

RESPONSE: *Cumberland County – Agreed – CR 628 (Orchard Road & College Drive) were constructed as separate roadways at different times where they meet at CR 552 (Sherman Avenue) so their alignment is not perfect, one of many such intersections within the region. Realignment of such a heavily traveled intersection within a developed area can be a difficult endeavor due to existing utilities, right-of-way constraints and many other factors. The current split phasing of the traffic signal, along with striping additions, was instituted due to this issue. While not ideal solutions, these have appeared to minimize user confusion and allow the intersection to function in a reasonable manner.*

15. **COMMENT:** Major roadway interchanges of Route 55 at Garden Road (heavy truck traffic), Landis Avenue (heavy vehicle and truck traffic), and Sherman Avenue near the regional hospital has an urgent need for street lighting.

RESPONSE: *NJDOT – We will forward this comment to the proper NJDOT unit for investigation.*

16. **COMMENT:** The roadway westbound to Sunset Beach with heavy vehicle and pedestrian traffic requires major investment into street lighting. Numerous accidents involving both pedestrian and bicycles along the tight roadway following daily evening Flag Ceremonies.

RESPONSE: *Cape May County – Sunset Road from Broadway to the Point beach is under concept development design which includes a separate shared use pathway both contiguous and separated from the existing roadway. The path will be highly visible, and the roadway will be reconstructed. Traffic calming elements will become part of the design including buffered gore areas, high visibility crosswalks, reflectors, signage, and markings to supplement reduced lane widths intended to slow traffic. Area lighting may become an element of the final design.*

17. **COMMENT:** Route 347 Bypass still does not have reflective marking or signage at turns, or clear view from vegetation management around the roadway turns.

RESPONSE: *Cumberland County – This roadway was under construction in the spring and summer of 2019. During construction, there was a temporary absence of pavement markings and roadway signage, which have since been installed. At some of the curves, high friction surface treatment has been installed along with new signage.*

Appendix C: Performance Based Planning and Programming (PBPP)

MAP-21 and subsequent 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

FHWA has issued three Transportation Performance Measurement (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 FTA.

Appendix C-C1: Safety Performance Management Measures Rule (PM1)

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 TPM policy and rulemaking, see 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 PM1 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 NJDOT, the New Jersey Division of Highway Traffic Safety (NJDHTS), DVRPC, 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 22, 2019 meeting, the SJTPO Policy Board adopted a resolution supporting NJDOT's statewide safety targets for CY 2020.

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 2020, which represents the second round of collaborative statewide target setting in New Jersey.

Table 1: New Jersey's Statewide Safety Targets - CY 2020

Performance Measure	5-Year Rolling Averages	
	Baseline CY 2016-2020 5-Year Rolling Average	Target CY 2014-2018 5-Year Rolling Average
Number of Fatalities	582.8	581.6
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	0.744	0.759
Number of Serious Injuries	1,167.9	1,110.8
Rate of Serious Injuries per 100 million VMT	1.489	1.449
Number of Non-Motorized Fatalities and Serious Injuries	407.9	392.7

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

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 2020-2029 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:** 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.sitpo.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 2020-2029 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 \$7 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 2020-2029)

DB#	Sponsor	Project Name	Emphasis Area	Funding Status
04314	Cape May County	Cape May County Centerline Rumble Strip Project	Lane Departure	Construction in FY20 programmed
04314	Cape May County	Cape May County Pilot Roundabout 1 (West Perry)	Intersections	HSIP eligibility currently under NJDOT review
04314	Cumberland County	Cumberland County Pilot Roundabout (West Park Drive)	Intersections	Construction in FY21 programmed
04314	City of Vineland	Garden Road & Mill Road Traffic Signalization	Intersections	ROW and CON in FY20 programmed
04314	Salem County	Salem County Roundabout (Six Points)	Intersections	Final Design in FY20 programmed
04314	Salem County	Salem County Pilot Roundabout (Five Points)	Intersections	Final Design in FY20 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:

Safety Programs (DB #19370) - \$14.25 million annual program (\$14 million HSIP/\$250,000 STATE) that provides funding to support eligible Safety Engineering Projects and Pedestrian Safety Improvement Projects, including engineering, right-of-way, and construction activities intended to reduce fatalities and serious injuries on New Jersey roadways.

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.

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.

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:

- **Defensive Driving** – a program suitable for drivers of all ages to help them understand the concept of “defensive driving,” which in turn will help reduce the likelihood of being involved in a crash
- **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.

More information on these and other safety education programs that SJTPO is involved in can be found at www.sitpo.org/education/.

Appendix C-C2: Pavement and Bridge Condition Performance Measures (PM2)

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 - 1st Performance Period (CY 2018-CY 2021)

Measure	Estimated Current Conditions (2016)	Reported Baseline*	2-year target (2019)	4-year target (2021)
% Interstate pavement in good condition	61.25%		**	50%
% Interstate pavement in poor condition	1.01%		**	2.5%
% non-Interstate NHS pavement in good condition		41.9%	25%	25%
% non-Interstate NHS pavement in poor 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 first four years (FY 2020-2023) of the current FY 2020-2029 TIP, \$47 million is made available to SJTPO through the Surface Transportation Block Grant Program (STBGP), although only \$8.2 million (approximately) is for roadways on the NHS system. NJDOT has programmed more than \$83 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 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 - 1st Performance Period (CY 2018-CY 2021)

Measure	Reported Baseline (2017)	2-year target (2019)	4-year target (2021)
% NHS bridge deck area in good condition	21.7%	19.4%	18.6%
% NHS bridge deck area in poor 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 2020-2029 TIP contains over \$110 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 (PM3)

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 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 (80th percentile) to a “normal” travel time (50th 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 local CMAQ-funded congestion relief projects within the region, led by subregional partners. 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 on 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” (95th percentile) and “normal” (50th 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 NJDOT 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 CMAQ Program. These next two measures are specifically intended to reduce congestion. Unlike all 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*. SJTPO receives \$1.9 million annually of CMAQ funds for local projects. Two projects were approved for CMAQ funding on NHS roadways: Atlantic County Route 629 Pedestrian and Traffic Signal Improvements project and Cape May County Route 621 Improvements project. 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: 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 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, 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_x).

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	NO _x
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 FY2020 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 2020-2029)

DB#	Sponsor	Project Name	Funding Status
X065	Atlantic County	Margate-Ventnor Bicycle Infrastructure Project	Design in progress, construction in FY20 programmed
X065	Atlantic County	Atlantic County Route 629 Pedestrian and Traffic Signal Improvements	Design in progress, construction in FY20 programmed
X065	Atlantic County Transportation Unit	Purchase of eight (8) Replacement Paratransit Passenger Buses	Construction in FY21 programmed
X065	Cape May County Municipal Utilities Authority	Natural Gas-Powered Vehicle Purchase	Construction in FY21 programmed
X065	Cape May County	Improving Air Quality and Reducing Traffic Congestion through Biking in Ocean City	Construction in FY20 programmed
X065	Cape May County	Roosevelt Blvd./34 th Street Advanced Traffic Signal Project	Design in FY20 programmed, construction in FY21 programmed
X065	Cape May County	Cape May County Route 621 (New Jersey Ave) Improvements	Construction in FY20 programmed
X065	Cape May County Fare Free Transportation	Procurement of 7 low emission, unleaded fuel, body on chassis mini-busses	Construction in FY21 programmed
X065	City of Vineland	Landis & Mill, Landis & Orchard Traffic Signal Upgrades	Construction in FY20 programmed
X065	Cumberland County/Millville	Millville Broad Street Traffic Signal Upgrades	Design in progress, construction in FY20 programmed
X065	NJDEP	It Pay\$ to Plug in: New Jersey's Electric Vehicle Charging Grants Program	Construction in FY21 programmed

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, \$3 million in FY 2020, and \$1 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: \$1.5 million in CMAQ, \$4 million in STATE, and \$1.5 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: \$15 million annually in FY 2020 and FY 2023 through FY 2029, then \$10 million from FY 2021 through FY 2022.

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 \$0.096 million annually from STATE.

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 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. 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 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

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 took 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, 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 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 in 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 FY 2019, 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 2020-2029 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 TAM targets.

Per Section 4 NJ TRANSIT Projects/Programs above, overall, NJ TRANSIT has programmed almost \$146 million over the first four years (FY 2020-2023) of the current FY 2020-2029 TIP and approximately \$264 million over the later Fiscal Years from FY 2024-2029 for transit projects and programs in the SJTPO region. Some of NJ TRANSIT’s projects and programs from the first four years (FY 2020-2023) of the current FY 2020-2029 TIP that have a direct impact 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 \$13.4 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;
- \$9.7 million is allocated toward replacing rail cars and locomotives that have reached the end of their useful life (DB #T112), and over \$37 million for replacing buses (DB #T111).
- More than \$7 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 \$1.4 billion State Fiscal Year (SFY) 2020 Capital Program (from July 1, 2019 to June 30, 2020) (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.

Appendix D: Consultation and Coordination Process

As stated in Title 23 Part 450.316 (e) “MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.”

SJTPO will consult and coordinate with agencies and officials when completing transportation planning activities as appropriate to the transportation planning activity. With regards the development of the TIP, SJTPO collaborates with the entities listed below. For each entity, the roles and responsibilities during the TIP development process are outlined:

SJTPO Technical Advisory Committee (TAC) – The TAC is comprised of planners and engineers representing SJTPO’s constituent subregions. The TAC is re-designated annually in January. The role of the TAC in TIP development is to review the Draft TIP and to recommend its adoption to the Policy Board. The TAC is involved in TIP discussions relating to funding availability, urban boundary designation, project selection criteria, and more. The TAC is also responsible for recommending TIP amendments to the Policy Board for adoption.

SJTPO Policy Board – The Policy Board is the governing body of SJTPO and is comprised of eight elected officials from SJTPO-region counties and municipalities, as well as three additional members appointed by NJDOT, NJ TRANSIT, and SJTA. The role of the Policy Board in TIP development is to vote on the adoption of the TIP and TIP amendments.

NJDOT Capital Programming – NJDOT Capital Programming is responsible for development of the Capital Program and Statewide TIP. Capital Programming works with the MPOs, NJ TRANSIT, FHWA, and FTA to develop resource estimates, provide project pool sheets, compile the statewide Capital Program, compile the Statewide TIP, and provide the finalized STIP to FHWA and FTA for approval. NJDOT is also represented on SJTPO’s TAC and Policy Board.

NJDOT Office of Local Aid – The Office of Local Aid is responsible for reviewing and approving TIP project authorization submissions from project sponsors. SJTPO attends quarterly project status meetings with the Office of Local Aid and each subregion to ensure that programmed projects are on-track for authorization by the end of the fiscal year. Project status meetings involve coordination between NJDOT Office of Local Aid District 4, SJTPO and subregional professional staff.

NJ TRANSIT – NJ TRANSIT prepares the statewide transit section of the STIP. Statewide transit programs are funded in each of the three MPO regions. NJ TRANSIT participates in resource estimates, development of the Capital Program, and development of the STIP. NJ TRANSIT is also represented on SJTPO's TAC and Policy Board.

FHWA and FTA – FHWA and FTA participate in resource estimate discussions early in the TIP development process. FHWA and FTA also have an opportunity to review and submit comments on the Draft STIP. Transportation conformity determinations must be approved by FHWA and FTA, in addition to the US EPA. The final approval of the STIP also comes from FHWA and FTA. FHWA is also responsible for providing final approval of TIP project authorization. FHWA and FTA must also provide final approval for any TIP amendments and modifications.

Interagency Consultation Group (ICG) – In accordance with transportation conformity regulations in §93.105(a), §93.105(b), and §93.105(c), SJTPO has organized an ICG. The ICG is comprised of representatives from NJDEP, US EPA, NJDOT, FHWA, the other New Jersey MPOs, and consultants. The ICG is responsible for aiding in the development of the transportation conformity document for the TIP and for approving the final conformity determination.

The Public – When the Draft TIP and Transportation Conformity are prepared, SJTPO begins a public involvement process to ensure that citizens, affected agencies, employees, private providers of transportation and other interested parties have an opportunity to comment on the proposed program. SJTPO places public notice in area newspapers and to the SJTPO General Information e-list, copies of the Draft TIP and Conformity are sent to State Depository Libraries in each county and to key participating agencies in the region, and the documents are also publicly hosted on SJTPO's website. A 30-day public comment period is provided, during which a public meeting is held. Further details about the public involvement process may be found in SJTPO's Public Involvement Plan (PIP) document at www.sjtpo.org/PIP.

The following list outlines key decision points in the TIP development process:

Project pool sheet development – Begins one year prior to expected date of TIP adoption; for the FY 2020-2029 TIP, project pool sheets were distributed in September 2018, and completed pool sheets were provided to NJDOT Capital Programming in November 2018.

Draft Capital Program – The constrained project pool is developed into the Capital Program by NJDOT. The FY 2020 Draft Capital Program was provided to the MPOs in April 2019.

Air quality conformity process – SJTPO must demonstrate that the TIP complies with the requirements of the Clean Air Act. The conformity process begins when the Draft Capital Program is received. SJTPO reviewed the project lists and prepared a draft conformity document in June 2019. The conformity document is reviewed and approved by the ICG. Three meetings of the ICG are held during this time. TAC and Policy Board endorsement of the final conformity determination occurs in September 2019.

SJTPO TIP – The first draft STIP database was received on May 17, 2019, with a revised draft database provided on May 30, 2019. The revised database was used to produce SJTPO’s TIP. Following the public comment period, the TIP document and air quality conformity determination is brought to the SJTPO TAC for endorsement on September 9, 2019, and the SJTPO Policy Board on September 23, 2019.

Draft TIP/Conformity Determination Public Comment Period – The public comment period was held Wednesday, July 15 through Wednesday, August 21, 2019, with a public meeting held on Thursday, August 15, 2019. All public comments received are summarized and incorporated into the TIP document.

FHWA/FTA Approval – FHWA/FTA approval of MPO TIPs and conformity determinations is scheduled for October 1, 2019. FHWA/FTA approval of the Statewide TIP is scheduled for October 31, 2019. The FY 2020-2029 STIP becomes effective following FHWA/FTA approval.

As stated in Title 23 Part 450.316(c): “When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.” The SJTPO region does not contain any Indian Tribal lands. If a transportation planning activity occurs where there is overlap into Indian Tribal lands, the MPO will consult with federal land management agencies as appropriate.

As stated in Title 23 Part 450.316(d): “When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.” The SJTPO region contains the following Federal lands:

- **Supawna Meadows National Wildlife Refuge** (Salem County) – Maintained by U.S. Fish and Wildlife Service
- **Edwin B Forsythe National Wildlife Refuge** (partially in Atlantic County) - Maintained by U.S. Fish and Wildlife Service
- **Cape May National Wildlife Refuge** (Cape May County) - Maintained by U.S. Fish and Wildlife Service

- **United States Coast Guard Training Center Cape May** (Cape May County) – Maintained by the U.S. Coast Guard

If a transportation planning activity occurs where there is overlap into federal public lands, the MPO will consult with federal land management agencies as appropriate. A map of New Jersey Federal Lands may be found here:

https://nationalmap.gov/small_scale/printable/images/pdf/fedlands/NJ.pdf.

In November 2018, the Eastern Federal Lands Highway Division (EFLHD) provided NJDOT and the MPOs with the FY 2019-2022 EFLHD Transportation Improvement Program, which describes transportation projects that will be implemented within the boundaries of federal lands. There is one such project in the SJTPO region:

PROJECT: FW EDFO 104(1) 906(1)

PROGRAM FISCAL YEAR: 2020

STATE: New Jersey

COUNTY: Atlantic

AGENCY: Edwin B. Forsythe National Wildlife Refuge

DESCRIPTION: Reconstruct Scotts Landing Road (Route 104) & Parking Lot (Route 906).

PRIMARY FUND SOURCE: FLTP

TOTAL PROGRAMMED AMOUNT: \$530,000.00

FUNDS FROM TITLE: Title 23

DELIVERED BY: EFLHD

STATUS: Planned

CONGRESSIONAL DISTRICT: NJ-02

FLMA REGION: FWS_R5

Appendix E: Transportation Authorities and Eastern Federal Lands Projects

FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions
Burlington County Bridge Commission

Burlington-Bristol Bridge

Bridge Rehabilitation

This project includes the replacement of the existing span decks, repairs to the existing walkway, railing and ladder system, painting of the steel structures, rehabilitation of the bridge mounted structures, repairs to the existing counter weights, gateway improvements the installation of warning gates. This project also includes an annual maintenance.

ROUTE (MILEPOSTS): NJ 413	Cost (\$ Millions)	Construction (Year)
COUNTY: Burlington County	\$25.475	2016 - 2019

Riverside Delanco Bridge

Bridge Rehabilitation

This project includes the replacement and upgrade of existing mechanical equipment and gateway improvements. This project also includes an annual maintenance contract.

ROUTE (MILEPOSTS): CR 543 (10.8)	Cost (\$ Millions)	Construction (Year)
COUNTY: Burlington County	\$2.975	2016 - 2019

Tacony-Palmyra Bridge

Bridge Electrical Upgrades

This project includes the installation of a data system, installation of a traffic control system, replacement of existing wiring conduit and junction boxes and the installation of solar panels. This project also includes the replacement of the existing submarine cables and festoon cables. This project also includes an annual electrical maintenance contract.

ROUTE (MILEPOSTS): NJ 73	Cost (\$ Millions)	Construction (Year)
COUNTY: Burlington County	\$13.125	2016 - 2019

Bridge Rehabilitation

This project includes the painting of the steel structures, installation of a maintenance/inspection traveler system, replacement of the existing fender systems, rehabilitation of the rack and pinion system and the installation of warning gates. This project also includes an annual maintenance contract.

ROUTE (MILEPOSTS): NJ 73	Cost (\$ Millions)	Construction (Year)
COUNTY: Burlington County	\$28.025	2016 - 2019

FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions

Delaware River and Bay Authority

Delaware Memorial Bridge

Cable Preservation (Both Structures)-DMB

This project includes preventive measures necessary to maintain main suspension cables that support the bridge deck of the Delaware Memorial Bridge.

ROUTE (MILEPOSTS): I-295 (0 - 0.73)

Cost (\$ Millions) Construction (Year)

COUNTY: Salem County

\$37.750

2016 - 2021

FY 2018-2027

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Authorities Project Descriptions

Delaware River Joint Toll Bridge Commission Authority

Northampton Street Toll Supported Bridge

Northampton Street Toll Supported Bridge

This project includes Replacement & Rehabilitation of the floor system at the Northampton Street Toll Supported Bridge as well as to rehabilitate the bridge to preclude major repairs for a minimum of 15 years.

ROUTE (MILEPOSTS): US 22 (0 - 0.1)	Cost (\$ Millions)	Construction (Year)
COUNTY: Warren County	\$10.900	2019 - 2020

Riverton - Belvidere Toll-Supported Bridge

Riverton - Belvidere Toll-Supported Bridge

This project includes Riverton - Belvidere Toll-Cleaning and painting of Supported Bridge Rehabilitation.

ROUTE (MILEPOSTS): Water Street (0 - 0.1)	Cost (\$ Millions)	Construction (Year)
COUNTY: Warren County	\$2.700	2021

Scudder Falls Bridge

I-95 Scudder Falls Bridge Replacement

I-95 Scudder Falls Bridge Replacement project involves much more than a replacement of the current functionally obsolete four-lane Scudder Falls Bridge. The project also will include safety upgrades to the two highway interchanges at both ends of the bridge, widening of I-95 to the inside from the bridge to Route 322 in Pennsylvania, and construction of shoulders on the bridge crossing to handle breakdowns and emergencies. The two inside shoulder lanes would have the capacity to serve proposed bus/rapid transit routes.

This project is planned to: (1) Widen I-95 from PA 332 to the inside by adding one travel lane in each direction through utilization of the current grass median along that roadway stretch. (2) Reconfigure the Taylorsville Road Interchange in Lower Makefield Twp., PA by eliminating the existing western southbound off-ramp and modifications to I-95 acceleration and deceleration lanes. (3) Replace the existing outdated four-lane Scudder Falls Bridge with an entirely new structure on the upstream side with overlapping of the current bridge footprint. The new structure would have six lanes of through traffic (three in each direction) with two auxiliary northbound lanes for entry/exit travel and one auxiliary southbound lane entry/exit travel. The recommended option calls for full inside and outside roadway shoulders and bicycle and pedestrian facility on the upstream side of the bridge's southbound span; and (4) Reconstruct and reconfigure the Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95. Bypasses for NJ Route 29 northbound and southbound traffic would be retained and improved acceleration and deceleration lanes will be provided onto I-95.

ROUTE (MILEPOSTS): I-95 Mercer (0 - 2)	Cost (\$ Millions)	Construction (Year)
COUNTY: Mercer County	\$512.000	2017 - 2021

FY 2018-2027

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Authorities Project Descriptions

Delaware River Port Authority of Pennsylvania and New Jersey

Benjamin Franklin Bridge

Bridge Deck Resurfacing

This project includes rehabilitation of the approach spans on each side of the bridge (Philadelphia and Camden); repair of steel components (columns/beams) within the bridge support system; and additional drainage and electrical improvements.

ROUTE (MILEPOSTS): I-676 (3.8 - 4.75)	Cost (\$ Millions)	Construction (Year)
COUNTY: Camden County	\$10.500	2018 - 2019

Replace Moveable Barrier

This project will replace existing moveable barrier system. The bridge has a moveable barrier wall along the bridge roadway deck that separates the opposing directions of traffic and is moved multiple times on a daily basis throughout the year using a moveable barrier machine.

ROUTE (MILEPOSTS): I-676 (3.8 - 4.75)	Cost (\$ Millions)	Construction (Year)
COUNTY: Camden County	\$7.200	2015 - 2019

Commodore Barry Bridge

Deleading and repainting - 3rd phase .

This project includes main span over the Delaware river will be blasted and painted.

ROUTE (MILEPOSTS): US 322 (0 - 2.2)	Cost (\$ Millions)	Construction (Year)
COUNTY: Gloucester County	\$48.000	2018 - 2019

FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions
Delaware River Port Authority of Pennsylvania and New Jersey

PATCO

Install Elevators at Stations

This project will install new elevators at PATCO stations and will be compliant with the Americans with Disabilities Act (ADA) when the project is completed.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Camden County	\$6.500	2015 - 2019

Interlocking and Track Rehabilitation Phase II

This effort is to perform a rehabilitation of Locust Hall Way, East/West Ferry and East Crest Interlockings. The project will involve the removal and replacement of switches, frogs, ties, and signal, communication and power cabling.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Camden County	\$11.300	2018 - 2022

Lindenwold Track rehabilitation and Viaduct

This project effort is to perform a rehabilitation of the tracks in PATCO's Lindenwold Yard. The project will involve the removal and replacement of individual yard tracks, switches, signals, lighting, and viaduct.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Camden County	\$15.000	2018 - 2021

Rebuild PATCO cars

This project will include the replacement of PATCO's existing car fleet, through complete rebuilding of existing cars.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Camden County	\$10.000	2018 - 2020

Reopening of Franklin Square

The project will include a modern design, better lighting, improved security, new tile, replacing and securing waterlines, a new entryway on at Race and 7th streets and an elevator to the station, likely some where in Franklin Square Park.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Camden County	\$26.000	2018 - 2023

FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions
Delaware River Port Authority of Pennsylvania and New Jersey

PATCO

Subway Station Renovation

This program will include preventive repairs of pedestrian bridges, tunnels, subway stations, pump rooms owned by PATCO including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Camden County	\$7.500	2018 - 2022

Woodcrest Station Platform Rehabilitation

This project will consist of the planning and design to include reinforcement of concrete, steel member rehabilitation, steel and concrete components of the platforms & stairway enclosures.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Camden County	\$2.800	2019 - 2022

Walt Whitman Bridge

Deleading and Repainting - Phase 3

This project will include the painting of the suspension span, stiffening truss towers, and anchorage steel.

ROUTE (MILEPOSTS): I-76 (2 - 3.08)	Cost (\$ Millions)	Construction (Year)
COUNTY: Gloucester County	\$72.000	2015 - 2019

Replacement of Dynamic Message Sign Boards

This project will replace the existing Dynamic Message Sign (DMS) boards of the Pennsylvania approach to the bridge. These DMS are outdated and have outlived their life expectancy.

ROUTE (MILEPOSTS): I-76 (2 - 3.08)	Cost (\$ Millions)	Construction (Year)
COUNTY: Gloucester County	\$6.250	2017 - 2019

FY 2018-2027

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Authorities Project Descriptions

FHWA Eastern Federal Lands Highway Division

Delaware Water Gap NRA

SO NP DEWA(2)

South Old Mine Road (Rt. 10) Heavy 3R.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Sussex County, Warren County	\$2.832	2019 - 2021

SO NP DEWA(3)

Old Mine Road South (Rt. 10) and Old Mine Road North (Rt. 15).

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Sussex County	\$0.398	2019 - 2021

Edwin B. Forsythe National Wildlife Refuge

FW EDFO 104(1) 906(1)

This project will reconstruct Scotts Landing Road (Route 104) and Parking Lot (Route 906).

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County	\$0.530	2020 - 2023

Fish and Wildlife / Great Swamp National Wildlife Refuge

NJ FLAP LHT RD(1)

This project will mill 2 inches of existing HMA on Pleasant Plains Roads and then resurface the roadway.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Morris County	\$0.350	2019 - 2022

Gateway National Recreation Area

SO NP GATE(4)

This project includes pavement rehabilitation on Atlantic Drive and various routes Sandy Hook Unit.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Monmouth County	\$0.146	2019 - 2021

USFWS, Edwin B. Forsythe National Wildlife Refuge

NJ_FLAP_GALWY_SCOTT(1)

This project will prepare for widening and grading Scott's Landing Road.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County	\$0.154	2021 - 2024

FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions
FHWA Eastern Federal Lands Highway Division

USFWS/WALLKILL River National Wildlife Refuge

NJ FLAP WARI PVRTRL(1)

This project will rehabilitate the Papakating Valley Rail Trail

ROUTE (MILEPOSTS):

COUNTY: Sussex County

Cost (\$ Millions)	Construction (Year)
\$1.188	2020 - 2023

**FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions**

New Jersey Turnpike Authority

New Jersey Turnpike

Newark Bay - Hudson County Extension Bridge Deck Reconstruction between Interchange 14C and Jersey Ave

The bridge deck is being replaced in two phases. This project will replace the bridge deck and barrier along the west bound road way within the project limits. In addition to the replacement of the bridge deck the approach pavement to the Interchange 14C toll plaza will be rehabilitated, and lighting and drainage improvements will be included. The project is in second phase.

ROUTE (MILEPOSTS): I-78 (6 - 8.2)	Cost (\$ Millions)	Construction (Year)
COUNTY: Hudson County	\$100.000	2017 - 2020

Newark Bay - Hudson County Extension Bridge Deck Reconstruction between Interchanges 14 and 14 A

The bridge deck is being replaced in multiple phases. Construction on the second phase is Contract No. T100.381, and the 3rd phase Contract No. is T100.184 and will begin in 2018. Construction on the second phase, Contract No. T100.381, and 3rd phase Contract No. is T100.184

ROUTE (MILEPOSTS): I-78 (1.5 - 2.9)	Cost (\$ Millions)	Construction (Year)
COUNTY: Essex County, Hudson County	\$115.000	2016 - 2020

FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions

New Jersey Turnpike Authority

Garden State Parkway

Express E-Zpass Improvements at New Gretna Toll Plaza

This project includes the modification of the Garden State Parkway New Gretna Toll Plaza in Bass River Township to implement Express E-ZPass toll collection.

ROUTE (MILEPOSTS): Garden State Parkway (53 - 54.2)	Cost (\$ Millions)	Construction (Year)
COUNTY: Burlington County	\$11.500	2018 - 2020

Garden State Parkway Widening-Phase 3

This project includes widening of Garden State Parkway interchanges 36 to 48. The new lanes are open in both directions north of milepost 40. The remaining lanes and related interchange improvements are scheduled to be completed in 2018.

ROUTE (MILEPOSTS): Garden State Parkway (34.6 - 48)	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County	\$250.000	2014 - 2018

Great Egg Harbor and Drag Channel Bridge

This project include a new southbound span will be built over Great Egg Harbor and Drag Channel construction is complete and opened to traffic in 2016. The Authority will rehabilitate the existing northbound span and demolish the old southbound span.

ROUTE (MILEPOSTS): Garden State Parkway (27 - 28)	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County, Cape May County	\$210.000	2013 - 2019

Interchange 105 Improvements

This project is intended to improve access to and from the Parkway at Interchange 105 as well as safety and operations at the Hope Road/NJ Route 36 intersection. The improvements include a new southbound connection from the Parkway outer roadway to Wayside Road, the addition of a second northbound deceleration lane from the Parkway outer roadway to Interchange 105 and the reconstruction of the Hope Road/NJ Route 36 intersection.

ROUTE (MILEPOSTS): Garden State Parkway (105.5 - 106.6)	Cost (\$ Millions)	Construction (Year)
COUNTY: Monmouth County	\$40.000	2013 - 2018

Interchange 109 Improvements

This project intends to improve the existing operational and safety concerns at Interchange 109 on the Parkway. Improvements include providing a new entrance loop ramp and bridge, and improvements to the Parkway Mainline and ramp connecting to Newman Springs Road.

ROUTE (MILEPOSTS): Garden State Parkway (109.4 - 110.9)	Cost (\$ Millions)	Construction (Year)
COUNTY: Monmouth County	\$15.000	2018 - 2020

FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions

New Jersey Turnpike Authority

Garden State Parkway

Interchange 125 Improvements

The interchange will be reconfigured to accommodate existing traffic volumes and the future growth resulting from the development of the waterfront. New ramps from the Parkway southbound and to the Parkway northbound will provide full access to Chevalier Avenue and the waterfront development.

ROUTE (MILEPOSTS): Garden State Parkway (125.7 - 128.1)	Cost (\$ Millions)	Construction (Year)
COUNTY: Middlesex County	\$75.000	2016 - 2018

Interchange 145 Improvements

This project will include the replacement of the Central Avenue bridge over the GSP mainline to provide sufficient room for a 2-lane southbound entrance ramp to the SB GSP and a 2-lane northbound exit ramp from the NB GSP at Interchange 145.

ROUTE (MILEPOSTS): Garden State Parkway (146.5 - 147.5)	Cost (\$ Millions)	Construction (Year)
COUNTY: Essex County	\$30.000	2016 - 2019

**FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions**

Port Authority Bridges and Tunnels

George Washington Bridge

Restoring the George Washington Bridge

This project includes Suspender Rope Replacement Project, which encompasses the innovative replacement of more than 500 suspender ropes and hand rails. Other project under the program rebuild the Palisades Interstate Parkway Helix, double the capacity of pedestrians and cyclists, with separate sidewalks for each, by replacing the bridge's upper level sidewalks; installation of new ADA access ramps; installation of state of the art safety fencing; and rehabilitate the Main Span's eastbound upper and lower levels. The program also provides for the rehabilitation of several major elements associated with the bridge, including the approach spans over the New Jersey anchorage and Hudson Terrace; the 178th and 179th street ramps and bus turnaround; the main span upper level structural steel; and the Center and Lemoine Avenue Bridges. This project includes Suspender Rope Replacement Project, which encompasses the innovative replacement of more than 500 suspender ropes and hand rails. Other project under the program rebuild the Palisades Interstate Parkway Helix, double the capacity of pedestrians and cyclists, with separate sidewalks for each, by replacing the bridge's upper level sidewalks; installation of new ADA access ramps; installation of state of the art safety fencing; and rehabilitate the Main Span's eastbound upper and lower levels. The program also provides for the rehabilitation of several major elements associated with the bridge, including the approach spans over the New Jersey anchorage and Hudson Terrace; the 178th and 179th street ramps and bus turnaround; the main span upper level structural steel; and the Center and Lemoine Avenue Bridges.

ROUTE (MILEPOSTS): New Jersey Turnpike (77.5 - 79)	Cost (\$ Millions)	Construction (Year)
COUNTY: Burgen County	\$1,800.000	2016 - 2026

Lincoln Tunnel

The Lincoln Tunnel Helix Replacement Project

This project includes funding for planning, environmental review, public outreach and participation, design and permitting, and construction. The program will accommodate anticipated future capacity needs, meet contemporary standards and code requirements, and provide direct connectivity to and from a new bus terminal.

ROUTE (MILEPOSTS): NJ 495 (2 - 4)	Cost (\$ Millions)	Construction (Year)
COUNTY: Hudson County	\$1,500.000	2017 - 2026

FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions
South Jersey Transportation Authority

Atlantic City Expressway

Atlantic City Expressway/Atlantic City International Airport Direct Connector

This project includes Design & Construction of a direct connect roadway from the Atlantic City Expressway to the Atlantic City International Airport.

ROUTE (MILEPOSTS): Atlantic City Expressway (9)	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County	\$60.000	2019 - 2020

Electronic Tolling

This project will upgrade the toll collection system by using innovative technology through electronic tolling.

ROUTE (MILEPOSTS): Atlantic City Expressway (0 - 44)	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County, Camden County, Gloucester County	\$50.000	2018 - 2019

Interchange 7 Improvement

This projects includes Design and construction of a new flyover ramp for GSP NB to Atlantic city Expressway WB.

ROUTE (MILEPOSTS): Atlantic City Expressway (7.2)	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County	\$20.000	2020 - 2022

Interchange Modernization Project

This project includes Design & Construction of improvements to interchange 2, 4, 9, 12, 14, & 28 including ramp lighting, and geometric upgrades.

ROUTE (MILEPOSTS): Atlantic City Expressway (2 - 28)	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County	\$5.000	2019

Third Lane Widening (both directions)

This project includes construction to widen the Atlantic City Expressway with a third lane in both directions.

ROUTE (MILEPOSTS): Atlantic City Expressway (31 - 44)	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County, Camden County, Gloucester County	\$150.000	2017 - 2020

**FY 2018-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions**

South Jersey Transportation Authority

Atlantic City International Airport

Atlantic City International Airport De-Icing Pad Project

This project includes Construction of new de-icing pad facility at ACY.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County	\$25.800	2019 - 2021

Atlantic City International Airport Parking Garage Expansion

This project will include Design and Construction of a new parking garage at ACY.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County	\$37.000	2020 - 2022

Atlantic City International Airport Rental Car Quick Turn Around Facility

This project includes Design & Construction of a QTA for Rental Car Agencies to include fueling, vehicle washing, and light maintenance.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County	\$4.500	2018

Atlantic City International Airport Runway Maintenance and Repair Facility

This project includes Construction of new building for storage & maintenance including new State Police Baracks, new Trash Compactor Enclosure, and reconstructed employee parking lot.

ROUTE (MILEPOSTS):	Cost (\$ Millions)	Construction (Year)
COUNTY: Atlantic County	\$25.000	2019 - 2021