

Transportation Conformity

FY 2018-2027 Transportation Improvement Program
Transportation Matters - A Plan for South Jersey



South Jersey
Transportation
Planning Organization

782 South Brewster Road, Unit B6
Vineland, New Jersey 08361

www.sjtpo.org

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Policy Board Approved
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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

782 South Brewster Road, Unit B6
Vineland, New Jersey 08361

P: 856-794-1941

F: 856-794-2549

www.sjtpo.org

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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 2018-2027 Transportation Improvement Program (TIP) and *Transportation Matters – A Plan for South Jersey* (Regional Transportation Plan, (RTP) Update).

Under the authority of The Clean Air Act Amendments of 1990 (42 USC Sections 7401-7671q), in conjunction with the transportation planning provisions of the United States Code (23 USC 109(j)), the transportation conformity process is required in areas that have been designated by the United States Environmental Protection Agency (US EPA) as not having met specific standards for any of the six criteria pollutants as defined by The Clean Air Act (CAA). These criteria pollutants are:

1. Carbon monoxide
2. Lead
3. Ground-level ozone
4. Particulate matter
5. Nitrogen dioxide
6. Sulfur dioxide

The US EPA sets these standards, more formally known as National Ambient Air Quality Standards (NAAQS) to protect public health. Those areas that currently do not meet these standards are called

“nonattainment areas” or “maintenance areas” if they have recently attained the standards but need to demonstrate maintenance via a federally-approved maintenance plan before they can be formally classified as an attainment area. Since the four-county SJTPO region is in nonattainment for the 8-Hour Ozone NAAQS, it is subject to transportation conformity.

Transportation conformity is demonstrated when future planned, federally funded, highway and transit projects are determined not to cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly make conformity determinations within air quality nonattainment areas to ensure that any vehicular emissions generated from new projects stay within emissions budgets as set in the New Jersey State Implementation Plan (SIP). The United States Department of Transportation (US DOT) cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the CAA requirements governing the current NAAQS for transportation conformity.

This conformity demonstration is based on the Conformity Final Rule, (40 CFR Part 93), and is consistent with the joint US EPA, FHWA, and FTA Regional Air Quality Consultation and Coordination process. Pollutants addressed include the 8-Hour Ozone precursors of volatile organic compounds (VOCs) and oxides of nitrogen (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 2018-2027 TIP and *Transportation Matters* with the 8-hour Ozone NAAQS. The US EPA’s Final Rule designating nonattainment areas for the 2008 8-Hour Ozone NAAQS became effective July 20, 2012. Under this rule, the entire four-county SJTPO region falls within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Marginal Ozone Non-Attainment Area, with an original attainment date of July 20, 2015. While the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Marginal Ozone Nonattainment area did not attain the 2008 8-Hour Ozone standards by this date, they did qualify for a 1-year attainment date extension to July 20, 2016.¹ In April 2017, the US EPA issued a proposed rule stating that the Philadelphia area has attained the 2008 8-Hour Ozone NAAQS by the July 20, 2016 attainment date. This determination is based on complete and certified air quality monitoring data for the Philadelphia area for the 2013-2015 monitoring period. However, this proposed determination of attainment does not constitute a redesignation to attainment. Redesignations require states to meet a number of additional criteria, including the US EPA approval of a state plan to maintain the air quality standard for 10 years after

¹ EPA. *Final Rule: Determination of Attainment by Attainment Date for the 2008 Ozone National Ambient Air Quality Standards*. www.epa.gov/ozone-pollution/2008-ozone-national-ambient-air-quality-standards-naaqs-nonattainment-actions.

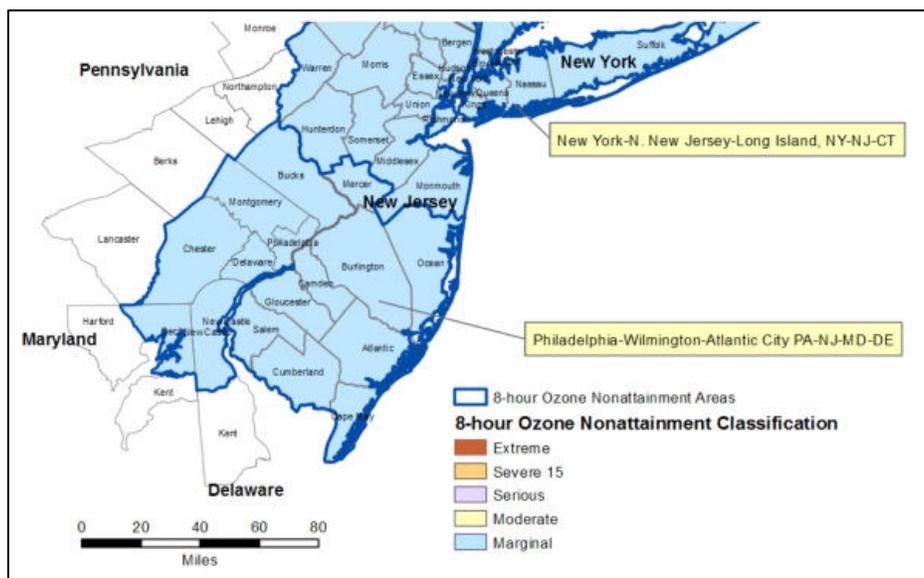
redesignation.² In October 2015, the US EPA adopted a new standard of 70 parts per billion (ppb). The statutory deadline for state attainment designations for the 70 ppb standard is October, 2017.

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,³ “are adequate for transportation conformity purposes” and the SJTPO “must use the new 2008 and 2009 8-Hour Ozone budgets for future transportation conformity determinations.”

Note that SJTPO is responsible for demonstrating transportation conformity for its sub-area within the greater air quality control region (AQCR). Similarly, Delaware Valley Regional Planning Commission (DVRPC), (Camden, Burlington, Gloucester, and Mercer Counties); North Jersey Transportation Planning Authority (NJTPA), (Ocean County); and other MPOs are tasked with demonstrating transportation conformity for their planning region sub-areas located within the designated non-attainment area.

The 2008 8-Hour Ozone Non-Attainment Air Quality Control Region (AQCR) is detailed in Figure 1. For the four-county SJTPO planning area, the 2008 and 2009 VOCs and NOx budgets have been established using MOBILE6 in cooperation with the New Jersey State Department of Environmental Protection (NJDEP). These ozone precursor budgets are used for the analysis years of 2020, 2030, and 2040.

Figure 1: 8-Hour Ozone Non-Attainment Area (2008 Standard)



Source: www3.epa.gov/airquality/greenbook/nj8_2008.html.

² The proposed attainment determination rule is at: www.federalregister.gov/documents/2017/04/18/2017-07826/determination-of-attainment-by-the-attainment-date-for-the-2008-ozone-standard.

³Excerpted from USEPA website - www.epa.gov/EPA-AIR/2008/July/Day-17/a16390.htm

A portion of the region, defined as Atlantic City, Atlantic County and Penns Grove, Salem County, is also part of a CO “not classified” maintenance area. It is part of a limited carbon monoxide maintenance plan, and thus SJTPO no longer has to complete a regional emissions analysis for these areas for CO.

This document shows that all current conformity criteria established by USEPA are met. This report also describes the process followed to determine the transportation conformity of the TIP and update to *Transportation Matters*, or the 2040 Regional Transportation Plan (“RTP”) Update. Consistent with the requirements for non-attainment areas, SJTPO has demonstrated in this document that the TIP and the Plan conform to the SIPs with respect to the respective motor vehicle emissions budgets in the corresponding implementation years.

4. Project and Analysis Years

There are two categories of projects contained in the TIP and the Plan for the conformity demonstration:

1. Regionally significant and non-exempt projects, and
2. Projects exempted from the conformity analysis

The Final Rule defines a regionally significant project as a non-exempt transportation project that is on a facility serving regional transportation needs and would normally be included in the modeling of a metropolitan area’s transportation network. The emission analysis of transportation plans and programs must model all regionally significant and non-exempt projects.

The regional emissions analysis was conducted to demonstrate conformity of the 2018-2027 TIP and the latest comprehensive plan: *Transportation Matters*. Included were all “regionally significant, non-exempt” projects on principal arterials and higher classifications – that is, those which can impact regional air quality. The project set includes all those in the Plan, those in the 2018-2027 TIP, and those which have been introduced in previous TIPs that are not yet completed. The regional emissions analysis performed for this conformity determination was run in April and May 2017.

For this iteration of the conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO_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 TIP projects and non-Federally funded regionally significant projects is contained in Appendix A1 and A2, respectively. All non-exempt projects that could be modeled, including non-Federal projects, are included in this conformity determination. All projects are listed in the appendix and if they were not exempt, have a completion year associated with them under the “Scenario Year” column.

5. Methodology

Ozone (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 Budgets⁴

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

6. Other Planning Assumptions

The latest planning assumptions must be used in the conformity analysis. The latest planning assumptions for the emission estimates and analysis were approved by Interagency Consultation Group meeting (conference call) on February 28, 2017, with the travel demand modeling process beginning March 6, 2017. Key elements utilized in this conformity assessment follow:

Population and Employment

Population and employment forecasts were endorsed by the SJTPO Policy Board as part of the regional transportation plan update (*Transportation Matters*) on July 25, 2016. These forecasts were used in the transportation modeling to predict future year traffic conditions in the SJTPO area. These demographic forecasts provide population and employment estimates at the county and municipal level in five-year intervals out to 2040. The forecasts were developed with a Cohort Projection Model and Economic Model as well as Census and other allied datasets where available.⁵ 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).⁶

⁴ Budgets found adequate for conformity purposes by the US EPA August 1, 2008

⁵ 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.

⁶ 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.

Transit Operation Policy and Fare Changes

Transit ridership has continued to grow, which provides a favorable effect on emissions. The tolls and fares in the CUBE Model are current as of 2015, the date of the model's most recent calibration. Transit service assumptions include fare/toll increases over time – detailed assumptions for different facilities were included in network coding files. Fares and tolls are assumed to keep pace with the inflation of the Consumer Price Index to account for the general NJ Transit or authority fare/toll increases that can be anticipated.

Transportation Control Measures (TCMs)

Transportation Control Measures (TCMs) are transportation strategies specific to on-road mobile sources, which reduce emissions by reducing the number and/or length of vehicle trips and/or improve traffic flow.⁷ TCMs that were implemented in the region in the past, as identified in previous SIPs, are included in the base network. The current SIP does not include any additional TCMs, such as Clean Fleets Replacements, or Truck Idling Restrictions. Therefore, neither the budgets nor the conformity analysis reflect any additional TCMs.

7. Models and Inputs

There are several requirements for travel demand models for severe ozone areas. They are:

- General Model Requirements
- Consistency with the Highway Performance Monitoring System (HPMS)
- Vehicle Miles Traveled (VMT) estimates
- Capacity and Volume-Sensitive Speed-and-Delay Estimates
- Consistency with SIP Emissions Modeling Assumptions

As mentioned above, the South Jersey Travel Demand Model (SJTDM) was used along with PPSUITE emissions post-processor to estimate the pollutant inventories. The model has been calibrated and validated to 2015 conditions. It replaces the previous SJTDM, run in TP Plus that was used to establish the current 2008 and 2009 8-Hour Ozone budgets.

Also, as mentioned above, the US EPA's most recent emissions model, MOVES2014a (November 2015) with MOVESdb20161117 database (November 2016), was used for this conformity analysis.

⁷ NJ DEP. "State Implementation Plan (SIP) Revision for the Attainment and Maintenance of the Ozone National Ambient Air Quality Standard-Final." October 29, 2007. 7-12. At: www.nj.gov/dep/baqp/8hrsip/8hrsip.html#final.

Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, Inspection and Maintenance (I/M) program parameters, and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, and fuel and emission control program data for every county. The US EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. The 2015 vehicle population and age distribution data were used in the analysis process.

8. Stakeholder Participation

The stakeholder participation process is being and has been conducted according to the schedule depicted in Table 2. This includes participation of the Transportation Conformity Interagency Consultation Group (TCICG or ICG) and the general public at-large. As per 40 CFR §93.105 of the Transportation Conformity Final Rule, MPOs and State DOTs must provide a “reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the US DOT and the US EPA.” The ICG signs off on the major planning assumptions — which models are used in the analysis, determining which projects are regionally significant, and resolving any other issues that arise in the conformity process.

Interagency Consultation

Requirements for interagency consultation were met through the first Transportation Conformity Interagency Consultation Group teleconference on February 28, 2017. A second Interagency Consultation Group teleconference was held on July 27, 2017. During this meeting, the ICG approved the conformity determination document. If additional issues are to arise, the ICG will be consulted.

Public Involvement Procedure

The proposed conformity determination for the FY 2018-2027 TIP and *Transportation Matters* will have a minimum 30-day comment period, beginning August 14, 2017 and lasting through September 15, 2017. The summary document will be made available to outline how conformity requirements are met. Any questions on technical backup will be addressed and documented as part of this report. The public meeting was held August 29, 2017 at Vineland City Hall, located in Vineland, New Jersey.

Table 2: FY 2018 TIP Conformity Schedule

PROCESS	EST. DATE
Teleconference with Interagency Consultation Group (ICG) and request concurrence of attendees on SJTPO's proposed schedule, latest planning assumptions, relevant budgets, required pollutant tests, latest emission model, analysis years, preliminary project lists, etc.	2/28/2017
Confirm Preliminary Project List	2/28/2017
Confirm FY18 Draft Capital Program	7/14/2017
Provide ICG with draft Conformity Determination. Request concurrence with findings.	7/27/2017
Begin 30-Day Public Review Period	8/9/2017
Public Hearing (within Public Review Period)	8/29/2017
Recommendation of TIP adoption by TAC	9/11/2017
TIP Adoption by Board	9/25/2017
Forward FY 2018 TIP with approved Conformity Determination to FHWA/FTA/EPA	9/28/2017

9. Analysis Results

Demographic forecasts were input to the modeling process to generate future travel demand data. Network changes resulting from the addition of improvement projects were used to define the action scenarios based on the year the proposed improvement would likely be constructed. The combination of demographic changes and network changes were ran through the modeling process, and resulted in the overall estimates of VMT, VHT, and emissions generated in the SJTPO region. A summary of the population, employment, VMT, and VHT values generated in the SJTPO region is found in Table 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, 2008.⁸ Budget tests were performed for VOC and NOx for the SJTPO region. The tests show whether improvement actions, or the action scenarios, keep emissions within budget. Results are determined by subtracting projected emissions from the budgeted amounts. The VOC and NOx budget tests passed for the all 8-Hour Ozone attainment analysis years, as seen in Tables 4 and 5. Figure 2 illustrates the results depicted in Tables 4 and 5.

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

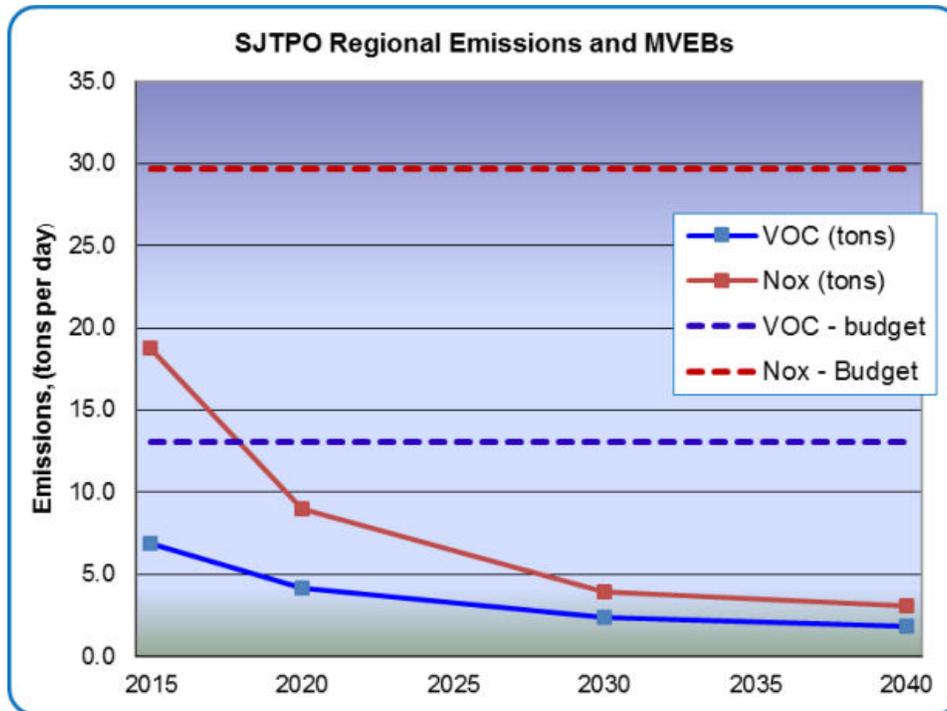
	2020	2030	2040
Budget	13.04	13.04	13.04
Action	4.19	2.40	1.80
Budget-Action	8.85	10.64	11.24
Pass/Fail	PASS	PASS	PASS

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

⁸ Excerpted from USEPA website - www.epa.gov/EPA-AIR/2008/July/Day-17/a16390.htm

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 2016 has already passed.
§93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Yes. <i>Transportation Matters</i> , of which this TIP analysis will be a part, is the current and conforming transportation plan, quantifying and documenting demographic and employment factors influencing transportation demand.
§93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network, which the transportation plan envisions to be operational in horizon years?	Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed and described. Detailed information regarding each project can be found in the respective TIP and Plan documents.
§93.108	Are the transportation improvement program and the transportation plan fiscally constrained?	Yes. The TIP and the Plan are constrained to reasonably anticipate financial resources.
§93.109(a)	Has the MPO demonstrated that all applicable criteria and procedures for conformity are compiled and satisfied?	Yes. As part of the response, this table itemizing criteria and responses is presented.
§93.109(e)	Are all budget tests for VOCs, NO _x , and CO satisfied as required by §93.118 and §93.119 for conformity determination?	Yes. As a marginal non-attainment area with existing 8-Hour Ozone SIP budgets, SJTPO performs budget tests to demonstrate the 8-Hour Ozone conformity of the TIP and the Plan. SJTPO is not required to perform CO testing at this time.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§93.109(f)	Are the conformity determinations based upon the latest planning assumptions?	Yes.
§93.110	(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions enforced at the time the conformity determination began?	(a) Yes. This conformity determination utilizes the most recent planning assumptions as of March 6, 2017, the start date of the travel demand modeling process, which in effect signaled the start of the conformity determination process.
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	(b) Yes. This conformity determination utilizes the most recent demographic and employment data adopted by the SJTPO Policy Board in July 2016 and shown in this conformity determination document. Also, vehicle registration data from 2015 is used. The assumptions are derived from the most recent information available to SJTPO.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	(c) Yes. Applicable transit operating policies and transit ridership are addressed in conformity.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	(d) Transit service and increases in fares, etc. are addressed in this conformity demonstration. Also included are planned toll increases on authority facilities.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
	(e) The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.	(e) Currently, there are no adopted TCMs in the corresponding SIPs.
	(f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.	(f) Key assumptions are specified and other supporting documents are included in this conformity determination document, which is available to the public and TCICG.
§93.111	Is the conformity determination based upon the latest emissions model?	Yes. The transportation conformity determination for the TIP and the Plan is based on MOVES 2014a, which was the latest emissions model at the time this analysis was performed.
§93.112	Did the MPO make the conformity determination according to the consultation procedures of the Final Rule or the state's conformity SIP?	Yes. Interagency Consultation Group (ICG) teleconferences were held on February 28, 2017 and July 27, 2017. Interim and subsequent coordination was done via email correspondence to the entire ICG. All comments received have been included in this analysis according to the consultation procedures consistent with the requirements of all applicable regulations including §93.105 (a) and (e) to consider input assumptions and to review findings regarding the transportation conformity. In compliance with 23 CFR 450, a public meeting was also held to receive comments regarding transportation conformity of the TIP and the Plan under all current NAAQS.
§93.113(b) §93.113(c)	Are TCMs being implemented in a timely manner?	There are currently no adopted transportation control measures in the SIPs.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§93.114	Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?	Yes. The SJTPO FY 2018-2027 TIP analysis is performed as part of <i>Transportation Matters</i> under the 2008 8-Hour Ozone NAAQS, and are the currently conforming TIP and the Plan, respectively.
§93.115	Are the projects from a conforming Plan and TIP?	Yes. The FY 2018 SIP/TIP Conformity is expected to be approved on September 25, 2017, and TIP projects come from the Conforming Plan. So the TIP and the Plan remain consistent.
§93.118	For Areas with SIP Budgets: Is the Transportation Plan, TIP, or Project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?	Yes. The TIP and the Plan result in fewer emissions than the established budgets for all pollutants in each analysis year.
§93.119	For areas without SIP Budgets: Does the Transportation Plan, TIP, or Project satisfy the prescribed emissions test?	Not applicable. There are adequate SIP budgets for NOx and VOC, the two criteria pollutants of concern for the SJTPO region.
§93.122(a) (6) §93.122(a) (7)	Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable implementation plan?	Yes. The ambient temperatures and other factors used in the analysis, including the methods for off-network VMT and speed have been reviewed by the ICG, and have been deemed reasonable.
§93.122(b)	Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation- related emissions estimates?	Yes. The South Jersey Travel Demand Model is a network-based model used in conjunction with PPSUITE.
§93.122(g)	Does the previous regional emissions analysis apply to the new plan and/or TIP?	No. A new regional emissions analysis was run for this conformity determination.

10. Comments and Responses

There are no public comments received to date.

Appendix A1: FY 2018-2027 TIP Projects/Programs

Appendix A provides a list of projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process.

Appendix A.1 is comprised of the FY 2018-2017 TIP Projects/Programs. The projects are split into the major TIP sections as follows:

- 2. Regional Highway Projects/Programs
- 3. NJDOT Statewide Projects/Programs
- 4. NJ Transit Projects/Programs

For each project, certain information is provided. The following table identifies the fields:

Field	Definition
DBNUM	DBNUM, or “database number”—Unique identifier assigned by sponsoring agency (NJDOT or NJ Transit), used to identify each project.
Project Name	Name of Project
Description	More detailed description of project.
Sponsor	Implementing agency (i.e., NJDOT, NJ Transit, etc.)
Municipality	Municipality where project located
County	County where project located
MPO	MPO Jurisdiction (almost all SJTPO)
Phase	The project phase for which the money is programmed. The major phases are: CON=Construction, DES=Design, or ERC=Engineering, Right-of-Way, and Construction.
Exempt?	Whether a project is exempt (“Y”), or not, (“N”), as determined by the SJTPO in consultation with the Interagency Group.
Non-exempt?	Checked if project is “non-exempt,” or included in the regional emissions analysis. If non-exempt and modeled, Scenario Year is also included.
New?	Identifies if the project is “New” for this fiscal year. If there is no “Y,” the project is an existing project carried over from an earlier year.
NOTES	Additional information if necessary.

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
95017	Route 49, Buckshutem Road, Intersection Improvements (CR 670)	The Rt. 49 project location is a six-legged intersection exhibiting substandard geometric features, safety and operational problems. The proposed project creates a new 4 legged intersection and realigns 2 local routes, that originally connected to Rt. 49, to improve safety.	Cumberland	Bridgeton	Cumberland				X - (2020 Scenario Yr)		From NJ STIP 2018-2027. New on this list, but already in regional emissions analysis.
15390	Route 77, Route 49 to Friesburg Road (CR 640)		Cumberland	Bridgeton , Upper Deerfield				x-S10			From NJ STIP 2018-2027. New on this list.
15420	ADA South, Contract 1 w/o ROW	This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Rt. 52 Causeway Replacement and Somers Pt. Circle 2) Rt. 3	NJDOT	Somers Point City	Atlantic	SJTPO	CON	x-O10a		Y	
15420A	ADA South, Contract 1 with ROW	This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame for the following sites: 1) Rt. 30 and Pomona Rd 2) Rt. 206 Rizzotte Drive to Burlington County Line.	NJDOT	Galloway Twp	Atlantic	SJTPO	CON	x-O10a		Y	
15421	ADA South, Contract 2	This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.	NJDOT	Various				x-O10a			
S1403	Baltic Avenue, Main to Mississippi Avenues	Mill 3" and Repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs.	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	x-S10		Y	
						SJTPO	DES				
S1703	Chelsea and Albany Avenues	Mill 3" and Repave, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs.	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	x-S10		Y	
						SJTPO	DES				
S1004	Corsons Tavern Road (CR 628), Resurfacing Woodbine-Ocean View Road to US Route 9	Roadway resurfacing and drainage improvements from Woodbine-Ocean View Road (CR 550) to Rt. US 9.	Cape May County	Upper Twp	Cape May	SJTPO	CON	x-S10			

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
S1406	CR 551 (Hook Road), E. Pittsfield Street to Route 295	Resurfacing of Hook Road (CR 551) from East Pittsfield Street to I-295 NB Including Raising of a 1000-Foot Long Section at MP 2.85 to Alleviate Flooding.	Salem County	Pennsville Twp	Salem	SJTPO	CON	x-S10			
S1706	CR 559 Alternate (Ocean Heights Avenue), Harbor Ave to Salma Terrace	Resurfacing of the HMA Surface Course and HMA Base Course Repairs as needed. This roadway has: a highway classification of Urban Minor Arterial, approximately ADT range of 8,311 (2013yr.) to 11,880 (2012yr.) 50mph posted speed limit, a signalized intersection at or near beginning of project limit, driveways, striping, signage, pavement marking, curbing, sidewalk, drainage, guiderail, etc. Improvements will include pavement resurfacing, pavement structure upgrades as needed, and any other incidental work to improve safety and longevity of the roadway.	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	x-S10		Y	
S1708	CR 563 (Tilton Road), Vibel Avenue to Delilah Road	Resurfacing of the HMA Surface Course and HMA Base Course Repairs as needed. This roadway has: a highway classification of Urban Principal Arterial, approximately ADT of 11,090 (yr. 2014), 50 mph posted speed limit, signalized intersections at or near both limits, bridge with concrete surface over Atlantic City expressway, driveways, striping, signage, pavement marking, curbing, sidewalk, drainage, guiderail, etc. Improvements will include pavement resurfacing, pavement structure upgrades as needed, and any other incidental work to improve safety and longevity of the roadway.	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	x-S10		Y	
S1403	Cumberland County Federal Road Program	Mill & Overlay of various roadways throughout the county within the existing right-of-way.	Cumberland County	Various	Cumberland	SJTPO	ERC	x-O10a			
S1705	Delilah Road (CR 646), English Creek Road to Sharkey Place	This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	x-S10		Y	
S1713	Landis Avenue, Mill Road to Rt 55	This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed.	Vineland City	Vineland City	Cumberland	SJTPO	CON	x-S10		Y	
					SJTPO	DES					

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
S1407	Landis Avenue, Phase V, Mill Road to Orchard Road (CR 628)	This project provides mill & overlay on the roadway within existing Right-of-Way.	Vineland City	Vineland City	Cumberland	SJTPO	CON	x-S10			
10347	Local Aid Consultant Services	This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.	NJDOT	Various	Various	SJTPO	EC	x-O10a		x	
X065	Local CMAQ Initiatives	Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The DVRPC program will contribute to the following projects selected as part of the DVRPC competitive CMAQ Program: Diesel Engine Locomotive Retrofits, Gloucester County CNG Transit Vehicles, Gloucester Marine Terminal Truck Engine Retrofit, Province Line Road Bike Trail, and Haddon Avenue Roadway Improvements.	Local Lead	Various	Various	SJTPO	EC	x-AQ		x	
X41A1	Local County Aid, SJTPO	This program provides funds allocated to the counties within the SJTPO MPO area for transportation improvements under the NJ Transportation Trust Fund Act.	Local Lead	Various	Various	SJTPO	ERC	x-O10c			
X98A1	Local Municipal Aid, SJTPO	This program provides funds allocated to municipalities in the SJTPO area for transportation improvements under the NJ Transportation Trust Fund Act.	Local Lead	Various	Various	SJTPO	ERC	x-O10c			

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
4314	Local Safety/ High Risk Rural Roads Program	The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.	Local Lead	Various	Various	SJTPO	ERC	x-S6		x	
S1704	Municipal Road Resurfacing Program	Mill 3" and Repave, concrete base reconstruction, upgrade ADA ramps, drainage upgrades and improvements, thermoplastic stripping, manhole reconstruction, gutters, sidewalks and curb repairs.	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	x-S10		Y	
						SJTPO	DES				
S1710	Ocean Drive (CR 619), 62nd Street to 80th Street	The project consists of milling and resurfacing 0.96 mile section of County Road No. 619. Cross slopes of the asphalt pavement will be made compliant with AAHSTO standards. The curb ramps at each intersection with sidewalks will be brought into compliance with ADA requirements. Long life pavement stripes and markings will be installed upon completion of the paving. Additional stormwater drainage facilities will be provided to reduce the spread of ponding water in the gutter. Stormwater management and bicycle compliant grates and frames will be installed on existing catch basins.	Cape May County	Avalon Boro	Cape May	SJTPO	CON	x-S10		Y	

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
S1711	Pacific Avenue (CR 621), Fish Dock Road to Rambler Road	The project consists of milling and resurfacing 1.70 mile section of County Road No. 621. Cross slopes of the asphalt pavement will be made compliant with AAHSTO standards. The curb ramps at each intersection with sidewalks will be brought into compliance with ADA requirements. The traffic signals within the limits of the project will also brought into compliance with ADA and MUTCD requirements. Long life pavement stripes and markings will be installed upon completion of the paving. Additional stormwater drainage facilities will be provided to reduce the spread of ponding water in the gutter. Stormwater management and bicycle compliant grates and frames will be installed on existing catch basins.	Cape May County	Lower Twp	Cape May	SJTPO	CON	x-S10		Y	
S1716	Park Avenue, SW Boulevard to Delsea Drive	This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed.	Vineland City	Vineland City	Cumberland	SJTPO	CON	x-S10		Y	
11416	Route 30, Atco Avenue to Route 206	Initiated from the Pavement Management System, this project will resurface within the project limits. The project will include guiderail replacement, installation of handicapped ramps and crosswalks and upgrading of traffic signals.	NJDOT	Waterford Twp	Camden	SJTPO	CON	x-S10			Not completely in region.
14427	Route 30, Bridge over Beach Thorofare	The purpose of this project is to rehabilitate the deficient bridge components to bring them up to	NJDOT	Atlantic City	Atlantic	SJTPO	CON	x-S19		Y	
						SJTPO	DES				
14428	Route 30, Bridge over Duck Thorofare	Initiated from the Bridge Management System, the project will rehabilitate/replace the bridge.	NJDOT	Atlantic City	Atlantic	SJTPO	CON	x-S19			
						SJTPO	DES				
						SJTPO	PE				
16350	Route 30, Bridge over Newfound Thorofare	Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge.	NJDOT	Atlantic City	Atlantic	SJTPO	CON	x-S19		Y	
						SJTPO	DES				
						SJTPO	PE				

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
11337	Route 30, Elmwood Rd/Weymouth Rd (CR 623) to Haddon Ave.	Initiated from the Pavement Management System, this project will resurface within the project limits. The project includes; corrections made to deficiencies in the sidewalks, curbing, curb ramps, intersections, and swales and some inlets will be constructed to eliminate ponding on Rt. 30.	NJDOT	Mullica Twp	Atlantic	SJTPO	CON	x-S10, NR1		Y	
						SJTPO	CON				
08371	Route 40, Atlantic County, Drainage	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.	NJDOT	Egg Harbor Twp	Atlantic	SJTPO	CON	x-S10			
						SJTPO	DES				
						SJTPO	ROW				
12413	Route 40, Elmer Lake to Elmwood Avenue	Initiated from the Pavement Management System, this project will resurface within the project limits.	NJDOT	Upper Pittsgrove Twp	Gloucester	SJTPO	CON	x-S10			Not completely in region.
15370	Route 40, Hamilton Common Drive to West End Avenue (CR 629)	Federal Resurfacing/Rehab project. MP 52.2-54.3, 59.7-63.5; EB 56.5-57.1; WB 55.5-57.1	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	x-S10		Y	
12411	Route 40, NJ Turnpike to E Quillytown Rd	Initiated from the Pavement Management System, this project will resurface within the project limits.	NJDOT	Carneys Point Twp	Salem	SJTPO	CON	x-S10		Y	
04308	Route 40, Woodstown Intersection Improvements	This project provides Route 40/Route 45 intersection improvements, including; resurfacing of Route 45, reconstruction of the existing pavement along Route 40, upgrading of all roadway appurtenances, and sidewalk improvements to comply with ADA standards.	NJDOT	Woodstown Boro	Salem	SJTPO	CON	x-S10, NR1			
196A5	Route 40/322, Median Closures, Delilah Road to East Fire Road	This study, a break out from DBNUM 196A, will address safety concerns within the delineated limits.	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	x-S6			
						SJTPO	DES				
						SJTPO	PE				
						SJTPO	ROW				
S1414	Route 47 (Rio-Grande Avenue), Park Boulevard to George Redding Bridge	Initiated from the Pavement Management System, this project will include resurfacing and drainage improvements within the project limits.	Cape May County	Wildwood City	Cape May	SJTPO	CON	x-S10			
17303	Route 47, Bridge over Dennis Creek	Initiated by the Bridge Management System, this project will replace the bridge deck and superstructure of the structurally deficient bridge, built in 1928.	NJDOT	Dennis Twp	Cape May	SJTPO	CON	x-S19		Y	
						SJTPO	DES				
						SJTPO	PE				
16346	Route 47, Bridge over Menantico Creek	Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.	NJDOT	Maurice River Twp	Cumberland	SJTPO	CON	x-S19		Y	
						SJTPO	DES				
						SJTPO	PE				

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
12320	Route 47, Nummytown Mill Pond Dam	Initiated from the Bridge Management System, this class 2 dam has insufficient spillway capacity, as required by the New Jersey safety standards, and is a significant hazard. The dam requires rehabilitation to achieve compliance with the New Jersey Dam Safety standards.	NJDOT	Middle Twp	Cape May	SJTPO	CON	x-O1			
2149F1	Route 47/347 and Route 49/50 Corridor Enhancement	This project will implement Intelligent Transportation System (ITS) strategies and alleviate summer traffic congestion in the Rt. 47/347 and Rt. 49/50 Corridors. The proposed project include the construction of 9 Dynamic Message signs and 3 CCTV Cameras along roadways in Cape May and Cumberland County. In addition, the project include the interconnection of traffic lights along Route 47 in Dennis Township.	NJDOT	Various	Cape May	SJTPO	CON	x-S7			
15314	Route 49, Bridge over Maurice River	Initiated by the Bridge Management System, this project will replace the bridge.	NJDOT	Millville City	Cumberland	SJTPO	CON	x-S19			
					SJTPO	DES					
					SJTPO	ROW					
11423	Route 49, Sarah Run Drive to Garrison Lane, Pavement	Initiated from the Pavement Management System, this project will resurface within the project limits.	NJDOT	Various	Cumberland	SJTPO	CON	x-S10			
S1412	Route 73 (Blue Anchor Road), Route 322 to Route 54 (Twelfth Street)	Mill and overlay of the roadway within the existing right-of-way.	Atlantic County	Folsom Boro	Atlantic	SJTPO	CON	x-S10		Y	
15390	Route 77, Route 49 to Friesburg Road (CR 640)	Federal Resurfacing/Rehab project. MP 0.0-1.4, 2.57-3.21, 6.82-8.03	NJDOT	Bridgeton City	Cumberland	SJTPO	CON	x-S10		Y	
93216	Route 130, Hollywood Avenue (CR 618)	Initiated by the Pavement Management System, this project consists of milling, resurfacing, reconstructing and rehabilitating certain sections within the project limits, replacing substandard guiderail, installing ADA-compliant curb ramps and correcting substandard geometric deficiencies. The pavement will be resurfaced within the entire project limits, with milling and paving on the mainline and shoulders. A small portion of the roadway is identified for reconstruction and the US 130 over Salem Canal concrete culvert will also be repaired.	NJDOT	Carneys Point Twp	Salem	SJTPO	CON	x-NR1			

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
11414	Route 130, Plant Street to High Hill Road (CR 662)	Initiated by the Pavement Management System, this project consists of milling, resurfacing, reconstructing and rehabilitating certain sections within the project limits, replacing substandard guiderail, installing ADA-compliant curb ramps and correcting substandard geometric deficiencies. The pavement will be resurfaced within the entire project limits, with milling and paving on the mainline and shoulders. A small portion of the roadway is identified for reconstruction and the US 130 over Salem Canal concrete culvert will also be repaired.	NJDOT	Logan Twp	Salem	SJTPO	CON	x-S10			
						SJTPO	ROW				
15448	Route 322, Bridge over Great Egg Harbor River	Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1931 and widened in 1959.	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	x-S19		Y	
						SJTPO	DES				
						SJTPO	PE				
						SJTPO	ROW				
12433	Route 322, Route 50 to Leipzig Avenue	Initiated from the Pavement Management System, this project will resurface within the project limits.	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	x-S10			
S1501	Salem County Mill and Overlay Resurfacing	This program provides milling and overlay resurfacing of various roadways in the County	Salem County	Various	Salem	SJTPO	CON	x-S10			
						SJTPO	DES				
S044	SJTPO, Future Projects	This program provides funding for local projects to be selected by the South Jersey Transportation Planning Organization, the designated Metropolitan Planning Organization for Salem, Cumberland, Cape May and Atlantic counties.	SJTPO	Various	Various	SJTPO	ERC	x-O10a			
09361	South Inlet Transportation Improvement Project	This project provides improvements to feeder roads in Atlantic City, as identified by the Casino Redevelopment Authority (CRDA). The improvements will maintain, operate and support Atlantic City Expressway Projects of the South Jersey Transportation Authority (SJTA). The project includes; Melrose Avenue between Delaware and Connecticut Avenues, Connecticut Avenue from Melrose to Oriental Avenues, Massachusetts Avenue, and various other intersection and capital improvements. The NJDOT has agreed to provide one-third of the eligible costs, up to \$17 M, plus the additional funds needed to finance bonds. Approximately \$1.5 M of Transportation Trust Fund (TTF) funding will be provided to the SJTA, by the NJDOT, annually for 20 years for this purpose (except for the first year which will be \$1.7 M of TTF funds). The SJTA will issue debt based on the NJDOT's funding guarantee, and provide the funding to CRDA.	SJTA/CRDA	Atlantic City	Atlantic	SJTPO	CON				
									x- 2020 Scenario Yr		

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
S1712	Third Avenue (CR 619), Great Channel Bridge to 96th Street	The project consists of milling and resurfacing 1.41 mile section of Third Avenue. Cross slopes of the asphalt pavement will be made compliant with AAHSTO standards. The curb ramps at each intersection with sidewalks will be brought into compliance with ADA requirements. The traffic signal and flashing beacons within the limits of the project will also be brought into compliance with ADA and MUTCD requirements. Long life pavement stripes and markings will be installed upon completion of the paving. Additional stormwater drainage facilities will be provided to reduce the spread of ponding water in the gutter. Stormwater management and bicycle compliant grates and frames will be installed on existing catch basins.	Cape May County	Stone Harbor Boro	Cape May	SJTPO	CON	x-S10		Y	
S1707	Third Street (aka Wiltseys Mill Rd CR 724), Old Forks Road to Wood Street	Reconstruction of HMA Base Course, HMA Surface Course, and Sub-base as needed. This section of roadway has: as highway classification of Urban Minor Arterial, approximately ADT of 2,624 (2012yr.), driveways, striping, signage, pavement marking, curbing, sidewalk, drainage, guiderail, etc. Improvements will include pavement structure upgrades and any other incidental work to improve safety and longevity of the roadway.	Atlantic County	Hammonton Twp	Atlantic	SJTPO	CON	x-S10		Y	
S1715	West Avenue, Landis Avenue to Chestnut Avenue	This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed.	Vineland City	Vineland City	Cumberland	SJTPO	CON	x-S10		Y	

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
S1709	Westcoat Road (CR 685), Mill Road to Delilah Road	Resurfacing of the HMA Surface Course and HMA Base Course Repairs as needed. This roadway has: a highway classification of Urban Minor Arterial, approximately ADT of 5,000 (yr. 2012), 50' ROW width, 50mph posted speed limit, Garden State Parkway Bridge Overpasses, several larger than ordinary utility poles, driveways, striping, signage, pavement marking, drainage, guiderail, etc. Improvements will include pavement resurfacing, pavement structure upgrades as needed, and any other incidental work to improve safety and longevity of the roadway.	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	x-S10		Y	
Regional Highway Programs											
10347	Local Aid Consultant Services	This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the	NJDOT	Various	Various	SJTPO	EC	x-O10a		Y	
X186	Local Aid, Infrastructure Fund	Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year	Local Lead	Various	Various	Statewide	ERC	x-O10c		Y	
X41A1	Local County Aid, SJTPO	This program provides funds allocated to the counties within the SJTPO MPO area for transportation improvements under the NJ Transportation Trust Fund Act.	Local Lead	Various	Various	SJTPO	ERC	x-O10c			
X98A1	Local Municipal Aid, SJTPO	This program provides funds allocated to municipalities in the SJTPO area for transportation improvements under the NJ Transportation Trust Fund Act.	Local Lead	Various	Various	SJTPO	ERC	x-O10c			
X98Z	Local Municipal Aid, Urban Aid	This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.	Local Lead	Various	Various	Statewide	ERC	x-O10c		Y	

2. Regional Highway Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-Exempt?	New?	Notes
4314	Local Safety/ High Risk Rural Roads Program	The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.	Local Lead	Various	Various	SJTPO	ERC	x-S6		Y	

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X12	Acquisition of Right of Way	This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.	Capital Program Delivery	Various	Various	Statewide	ROW	STATE	x-O3		x	
13303	Active Traffic Management System (ATMS)	This program will provide funding for the deployment program for the first Active Traffic management System (ATMS) in the State including all phases of design. This program will include funding for the complete delivery of the Final Design document for Active Traffic Management System (ATMS) for a candidate highway (I-80, I-295 or I-78). The design document will be used to deploy and carry out the actual construction of this technology for automatic operation and handling of traffic.	NJDOT	Various	Various	Statewide						
11344	ADA Curb Ramp Implementation	This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.	NJDOT	Various	Various	Statewide						
16322	ADA South, Contract 5	This project will make DB: 11422 UPC: 114220 - Rt. 9, Meadowview Ave. to Garden State Parkway, Pavement & DB: 13333 UPC: 133330 - Rt. 47 CR 690 to Howard St. ADA compliant.	NJDOT	Galloway Twp	Atlantic	Statewide						
08415	Airport Improvement Program	This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation education and promotion programs, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.	NJDOT	Various	Various	Statewide	DES	STATE	x-O1?		x	
04311	Asbestos Surveys and Abatements	This program provides initial funding for term agreements for advanced design services which include asbestos surveying, preparation of plans and specifications for the asbestos abatement, and the air monitoring process needed on construction contracts.	Capital Program Delivery	Various	Various	Statewide	DES	STATE	x-O1?		x	
01335	Betterments, Dams	This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.	Roadway Preservation	Various	Various	Statewide	EC	STP	x-S12		x	
X72B	Betterments, Roadway Preservation	This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.	Roadway Preservation	Various	Various	Statewide	EC	STATE	x-S10		x	

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X72C	Betterments, Safety	This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.	Safety	Various	Various	Statewide	EC	STATE	x-S6		x	
X185	Bicycle & Pedestrian Facilities/Accommodations	This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access and safety. This program includes addressing bicycle, pedestrian, transit and ADA travel needs through the development of improvements on state, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users.	Intermodal Programs	Various	Various	Statewide	ERC	CMAQ	x-AQ2			
						Statewide	ERC	STATE				
03304	Bridge Deck/Superstructure Replacement Program	This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.	Bridge Preservation	Various	Various	SJTPO	ERC	NHPP	x-S19			
						Statewide	ERC	BRIDGE-OFF				
98315	Bridge Emergency Repair	This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.	Bridge Preservation	Various	Various	Statewide	EC	STATE	x-S19		x	
X07A	Bridge Inspection	This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This	Bridge Preservation	Various	Various	Statewide	EC	BRIDGE-OFF NHPP STP	x-S19		x	
14404	Bridge Maintenance and Repair, Movable Bridges	This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.	NJDOT						x-S19			
17357	Bridge Maintenance Fender Replacement	This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.	NJDOT						x-S19			
17358	Bridge Maintenance Scour Countermeasures		NJDOT						x-S19			

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X70	Bridge Management System	This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.	Bridge Preservation	Various	Various	Statewide	EC	STP	x-S19		x	
13323	Bridge Preventive Maintenance	This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.		NJDOT					x-S19			
08381	Bridge Replacement, Future Projects	This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.		NJDOT	Various	Various	ERC	NHPP STATE	x-S19			
98316	Bridge Scour Countermeasures	This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.	Bridge Preservation	Various	Various	Statewide	ERC	NHPP	x-S19		x	
98319	Capital Contract Payment Audits	This program provides funding for the auditing of capital project contract invoices that involve reimbursement of direct and overhead costs. The Federal Highway Administration requires such audits on all engineering firms doing business with the NJDOT in order to ensure accurate billing of project costs.	Capital Program Support	Various	Various	Statewide	EC	STATE	x-O10c		x	
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.	Congestion Relief	Various	Various	Statewide	ERC	STATE	x-O10c		x	
02378	Congestion Relief, Operational Improvements (Fast Move Program)	This is a program of low-cost, quick-turnaround capital improvements to relieve congestion at key bottleneck locations throughout the state.	Congestion Relief	Various	Various	Statewide	EC	STATE	x-O10c		x	

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X180	Construction Inspection	In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10c		x	
05304	Construction Program IT System (TRNS.PORT)	This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10c		x	
X242	Crash Reduction Program	The state's Strategic Highway Safety Plan (SHSP) influences the decisions for investment planning. SHSP emphasis-areas guide problem identification in the Highway Safety Improvement Program (HSIP). The Crash Reduction Program (CRP) is a comprehensive prog	Safety	Various	Various	Statewide	EC	HSIP	x-S3		x	
09316	Culvert Replacement Program	This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.	NJDOT						x-S19			
X142	DBE Supportive Services Program	This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.	Capital Program Support	Various	Various	Statewide	EC	STP	x-O10b		x	
15322	Delaware & Raritan Canal Bridges	Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.	NJDOT						x-S19			
X106	Design, Emerging Projects	This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos survey; asbestos specifications and air monitoring for asbestos; asbestos survey; asbestos specifications and air monitoring for asbestos.	Capital Program Delivery	Various	Various	Statewide	DES	STATE	x-O10a		x	
					Statewide	DES	STP					
05342	Design, Geotechnical Engineering Tasks	This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.	Capital Program Delivery	Various	Various	Statewide	DES	STATE	x-O1		x	

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X197	Disadvantaged Business Enterprise	This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.	Capital Program Support	Various	Various	Statewide	EC	STP	x-O10b		x	
X154D	Drainage Rehabilitation & Improvements	This program funds low-cost/high-value drainage projects on the state highway drainage system.	Roadway Preservation	Various	Various	Statewide	EC	STP	x-S10		x	
X154	Drainage Rehabilitation and Maintenance, State	This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.	Roadway Preservation	Various	Various	Statewide	EC	STATE	x-S10		x	
X241	Electrical Facilities	This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection	Capital Program Support	Various	Various	Statewide	EC	STATE	x-S18		x	
04324	Electrical Load Center Replacement, Statewide	This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.	NJDOT						x-S18			
17360	Emergency Management and Transportation Security Support	This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.	NJDOT						x-S12			
X75	Environmental Investigations	This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O1		x	
03309	Environmental Project Support	This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation;	Capital Program Delivery	Various	Various	Statewide	ERC	STATE	x-O1		x	
X15	Equipment (Vehicles, Construction, Safety)	New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the St	Capital Program Support	Various	Various	Statewide	EC	STATE	x-AQ		x	
X15A	Equipment, Snow and Ice Removal	A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.	NJDOT						x-S2			

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
00377	Ferry Program	This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.	Intermodal Programs	Various	Various	Statewide	ERC	FBP	x-MT8		x	
9388	Highway Safety Improvement Program Planning	This item consists of two programs: Safety Management System (SMS) safety improvement projects and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Safe Corridor Program currently includes portions of Rt. 1, 9, 22, 40, 46, 47, 73 and 206. The Intersection Improvement Program includes right angle, left turn, same direction and pedestrian crash intersection locations. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements.	NJDOT						x-S6			
15343	Intelligent Traffic Signal Systems	This program will seek to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from standalone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.	NJDOT						x-S7			
13304	Intelligent Transportation System Resource Center	This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.	NJDOT						x-O10a			
98333	Intersection Improvement Program (Project Implementation)	This program provides for the implementation of safety and operational improvements at intersections identified by the Highway Safety Improvement	Safety	Various	Various	Statewide	ERC	HSIP	x-S3		x	
X151	Interstate Service Facilities	This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.	Quality of Life	Various	Various	Statewide	ERC	STATE				
13305	Job Order Contracting Infrastructure Repairs, Statewide	This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge; movable bridge; roadway drainage systems; roadway repair; lighting etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.	NJDOT						x-O10c			
X137	Legal Costs for Right of Way Condemnation	This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10c		x	
06326	Local Concept Development Support	This program provides NJDOT project management and environmental support to local governments.	Local Aid	Various	Various	SJTPO	PLS	STP-SJ	x-O10c		x	
06327	Local Aid Grant Management System	This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.	NJDOT						x-O10b			

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X186	Local Aid, Infrastructure Fund	Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year 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).	Local Lead						x-S19			
08387	Local Bridges, Future Needs	Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system	NJDOT						x-S19			
17390	Local Freight Impact Fund	Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.	NJDOT						x-O10a			
X196	Maintenance & Fleet Management System	This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required	Roadway Preservation	Various	Various	Statewide	EC	STATE	x-O10a		x	
1309	Maritime Transportation System	This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.	Intermodal Programs	Various	Various	Statewide	EC	STATE	x-O1		x	
X30A	Metropolitan Planning	NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a contin	Local Aid	Various	Various	SJTPO	PLS	PL	x-O10a			
						SJTPO	PLS	PL-FTA				
						SJTPO	PLS	STP-SJ				
17341	Minor Bridge Inspection Program	This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A	NJDOT						x-S19			
07332	Minority and Women Workforce Training Set Aside	State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.	NJDOT						x-O10b			

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
13306	Mobility and Systems Engineering Program	This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.	NJDOT							x-O10a		
X233	Motor Vehicle Crash Record Processing	This program provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction)	Safety	Various	Various	Statewide	EC	HSIP	x-S6		x	

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X34A	National Highway Freight Program	Established by the federal Fixing America's Surface Transportation (FAST) Act, the National Highway Freight Program (NHFP) provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). NHFP supports several goals, including: infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.	Intermodal Programs	Various	Various	Statewide	ERC	STATE NHFP HWY	x-O10a		x	
X34	New Jersey Rail Freight Assistance Program	This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity. This program provides \$8 million to the State Freight Assistance Program.	Intermodal Programs	Various	Various	Statewide	EC	NHFP-RAIL	x-MT9		x	
X200C	New Jersey Scenic Byways Program	This program will assist in the advancement of the NJ Scenic Byways Program, the development, designation and implementation needed for an organization, group or community to become a state or national scenic byway, and the maintenance and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for planning, design, development, marketing, and implementation of the state byways within the state program. Planning, design and development of the state program includes but is not limited to: research leading to the development of themes for byways on a statewide basis; technical assistance to specifically provide awareness and education about the management, operation and development of the scenic byway program, activities associated with identifying and planning tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts of an individual byway or a statewide program of byways.	NJDOT						x-O8			
99372	Orphan Bridge Reconstruction	This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and	Bridge Preservation	Various	Various	Statewide	EC	STATE	x-S19		x	
X28B	Park and Ride/Transportation Demand Management Program	This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.	Congestion Relief	Various	Various	Statewide	EC	STATE	x-AQ1		x	

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X51	Pavement Preservation	This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's high	Roadway Preservation	Various	Various	Statewide	EC	NHPP	x-S10		x	
						Statewide	EC	STP				
06401	Pedestrian Safety Improvement Program	This program provides funding to reduce pedestrian crashes and/or fatalities. Locations/segments are identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Locations/segments are examined by NJDOT'S Pedestrian Safety Impact Teams who will conduct Road Safety Audits and make recommendations for improvements. This program funds the implementation of recommendations, as well.	NJDOT						x-S2			
X29	Physical Plant	This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.	Capital Program Support	Various	Various	Statewide	ERC	STATE	x-MT4		x	
X30	Planning and Research, Federal-Aid	Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.	Capital Program Delivery	Various	Various	Statewide	PLS	LTAP	x-O10a		x	
						Statewide	PLS	SPR				
						Statewide	PLS	STP				
X140	Planning and Research, State	This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.	Capital Program Delivery	Various	Various	Statewide	PLS	STATE	x-O10a		x	
X135	Pre-Apprenticeship Training Program for Minorities and Women	This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.	Capital Program Support	Various	Various	Statewide	EC	STP	x-O10b		x	
X10	Program Implementation Costs, NJDOT	This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10c		x	
10344	Project Development: Concept Development and Preliminary Engineering	This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates.	NJDOT	Various	Various	Statewide	CD		x-O10a			
05341	Project Management & Reporting System (PMRS)	This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one	Capital Program Delivery	Various	Various	Statewide	DES	STATE	x-O10c		x	

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
17337	Project Management Improvement Initiative Support	Provide expert consulting services regarding processes and organizational development in the area of project and program management including providing expert consulting services regarding information systems architecture and integration for project and construction management information technology systems. Provide program management services to the Department to implement Project Management and Reporting System including the e-Builder Enterprise Software as a Service information system and other sub-systems such as Bluebeam. Provide coaching and mentoring services to Department personnel in the areas of project and program management, general organizational behavior of project related organizations, and training assessment guidance.	NJDOT	Various	Various	Statewide	DES	STATE				
X35A1	Rail-Highway Grade Crossing Program, Federal	This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.	Safety	Various	Various	SJTPO	EC	RHC	x-S8			
X35A	Rail-Highway Grade Crossing Program, State	This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects. This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.	Safety	Various	Various	Statewide	CON	STATE	x-S2		x	
99409	Recreational Trails Program	New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.	Intermodal Programs	Various	Various	Statewide	ERC	RTP	x-O8		x	

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X144	Regional Action Program	This program funds low-cost, quick turn-around capital improvements accomplished under management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Funding is also provided for small-scale landscape contracts in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.	Roadway Preservation	Various	Various	Statewide	EC	STATE	x-O5		x	
X03A	Restriping Program & Line Reflectivity Management System	This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.	Safety	Various	Various	Statewide	EC	STP	x-S10		x	
X03E	Resurfacing Program	This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials	Roadway Preservation	Various	Various	Statewide	EC	STATE	x-S10		x	
99327A	Resurfacing, Federal	Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base	Roadway Preservation	Various	Various	SJTPO	ERC	NHPP	x-S10		x	
						Statewide	ERC	NHPP			x	
						Statewide	ERC	STATE			x	
05339	Right of Way Database/Document Management System	This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETTrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10c		x	
05340	Right of Way Full-Service Consultant Term Agreements	This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way	Capital Program Delivery	Various	Various	Statewide	ROW	STATE	x-O3		x	
						Statewide	ROW	STP			x	
X152	Rockfall Mitigation	This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.	NJDOT						x-S4			
99358	Safe Routes to School Program	This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools. Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund e	Intermodal Programs	Various	Various	Statewide	ERC	TAP	x-S6		x	
6402	Safe Streets to Transit Program	This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multimodal improvement plans to address the issues.	NJDOT						x-S6			

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
13307	Salt Storage Facilities - Statewide	This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.	NJDOT						x-S6			
15807	Segment Improvement Program	This program will provide for the identification and implementation of safety improvements along segments which show crash rates above the statewide average. The safety improvements proposed are; striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology i.e. pedestrian/bicycle detectors, etc.	NJDOT						x-S6			
X239	Sign Structure Inspection Program	This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures.	Quality of Life	Various	Various	Statewide	EC	STATE STP	x-O7		x	
X239A	Sign Structure Rehabilitation/Replacement Program	This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photo	Quality of Life	Various	Various	Statewide	ERC	STP	x-O7		x	
X39	Signs Program, Statewide	This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.	Quality of Life	Various	Various	Statewide	EC	NHPP STATE STP	x-O7		x	
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal	This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation	Capital Program Support	Various	Various	Statewide	EC	STATE	x-S2		x	
X150	State Police Enforcement and Safety Services	This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-S2		x	
13308	Statewide Traffic Operations and Support Program	his comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is colocated with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.	NJDOT						x-S6			

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
17353	Storm Water Asset Management	This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.	NJDOT						X-S10			
14300	Title VI and Nondiscrimination Supporting Activities	This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance	NJDOT						x-O10c			
X66	Traffic Monitoring Systems	This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical	Capital Program Delivery	Various	Various	Statewide	EC	NHPP	x-O10a		x	
						Statewide	EC	STATE		x		
						Statewide	PLS	NHPP		x		
X47	Traffic Signal Replacement	This program provides funding for, purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and a	Safety	Various	Various	Statewide	EC	STATE	x-S7		x	
X244	Training and Employee Development	This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement th	Capital Program Support	Various	Various	Statewide	EC	STP	x-O10b		x	
01316	Transit Village Program	This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.	Local Aid	Various	Various	Statewide	EC	STATE	x-AQ2		x	
X107	Transportation Alternatives Program	This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian	Quality of Life	Various	Various	SJTPO Statewide	ERC ERC	TAP TAP	x-AQ2			
X43	Transportation Demand Management Program Support	This funding is utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1-800-CARPOOL program which also includes maintaining the RidePro ride matching software program.	Congestion Relief	Various	Various	Statewide	PLS	CMAQ	x-AQ1		x	
X126	Transportation Research Technology	This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O10b		x	

3. NJDOT Statewide Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Fund	Exempt?	Non-Exempt	New?	NOTES
X11	Unanticipated Design, Right of Way and Construction Expenses, State	This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.	Capital Program Delivery	Various	Various	Statewide	ERC	STATE	x-O10b		x	
15344	Utility Pole Mitigation	This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.	NJDOT						x-S4			
X182	Utility Reconnaissance and Relocation	This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.	Capital Program Delivery	Various	Various	Statewide	EC	STATE	x-O1		x	
X199	Youth Employment and TRAC Programs	This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.	Capital Program Support	Various	Various	Statewide	EC	STP	x-O10b		x	

4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T143	ADA--Platforms/Stations	Funding is provided for the design and construction of necessary improvements to make NJ TRANSIT's rail stations, and subway stations compliant with the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility improvements at non-key stations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT8	x	
T05	Bridge and Tunnel Rehabilitation	This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT9		
T111	Bus Acquisition Program	This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT3		
T06	Bus Passenger Facilities/Park and Ride	This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT7		

4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T08	Bus Support Facilities and Equipment	This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls.This program also involves the replacement of two CNG Compressor filling stations at Howell Garage. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT8		
						SJTPO	ERC				
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.	NJ TRANSIT	Various	Various	SJTPO	EC	Y	x-MT8		
T68	Capital Program Implementation	Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-O10c?	x	
T515	Casino Revenue Fund	State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-O10b	x	
T13	Claims support	Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	EC	Y	x-MT1	x	

4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T170	Cumberland County Bus Program	This program provides funds for capital and operating assistance for Cumberland County USA, including purchase of buses, minivans, support equipment, facility improvements and capital maintenance costs. Toll Credit will be used as the non-federal match	NJ TRANSIT	Various	Cumberland	SJTPO	CAP	Y	x-MT1	x	
T16	Environmental Compliance	Funding is provided for compliance with environmental regulations at both bus and rail facilities includes but is not limited to replacement of leaking fuel tanks, clean-up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-O1	x	
T43	High Speed Track Program	Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT9	x	
T20	Immediate Action Program	Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-S12	x	
T199	Job Access and Reverse Commute Program	Funding is provided to continue the Job Access and Reverse Commute (JARC) program with non-federal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC.	NJ TRANSIT	Various	Various	SJTPO	SWI	Y	x-O10c	x	

4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T95	Light Rail Infrastructure Improvements	Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements. Funding is also provided for NLR Infrastructure and River Line capital asset replacement. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Newark City	Various	SJTPO	ERC	Y	x-MT8	x	No light rail within SJTPO region.
T53E	Locomotive Overhaul	Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT3	x	
						SJTPO	CAP				
T122	Miscellaneous	Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-O10a	x	
T44	NEC Improvements	Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements. This project is funded under the provisions of Section 13	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT9	x	NEC not in our region.
T55	Other Rail Station/Terminal Improvements	Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation--systemwide, and STARS program.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT8	x	

4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T121	Physical Plant	Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT1	x	
T135	Preventive Maintenance-Bus	This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT3	x	
T39	Preventive Maintenance-Rail	This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT3	x	
T106	Private Carrier Equipment Program	This program provides State funds for the Private Carrier Capital Improvement Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT2	x	
T34	Rail Capital Maintenance	The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT8	x	
T53G	Rail Fleet Overhaul	This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT3	x	

4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T112	Rail Rolling Stock Procurement	<p>This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments.</p> <p>Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.</p> <p>Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.</p> <p>CMAQ: Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of Multi-Level Coaches and Multi-Level EMU vehicles. For the CMAQ justification see "CMAQ Report for NJ TRANSIT". This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT10		

4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T37	Rail Support Facilities and Equipment	This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT9	x	
T509	Safety Improvement Program	This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisition, and other associated costs.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-S6	x	
T150	Section 5310 Program	This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. MATCH funds are provided from the State.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT1	x	
T151	Section 5311 Program	This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	CAP	Y	x-MT1	x	

4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T508	Security Improvements	This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	SWI	Y	x-MT1	x	
T50	Signals and Communications/Electric Traction Systems	This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT6	x	
T120	Small/Special Services Program	Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	EC	Y	x-MT1	x	

4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T88	Study and Development	This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	PLS	Y	x-O10a	x	
T500	Technology Improvements	This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication System.	NJ TRANSIT	Various	Various	SJTPO	EC	Y	x-MT6	x	
T42	Track Program	Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-MT9	x	
T210	Transit Enhancements/Trans Altern Prog (TAP)/Altern Transit Improv (ATI)	Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1C., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-O10a	x	

4. NJ Transit Projects/Programs

DBNUM	Project Name	Description	Sponsor	Municipality	County	MPO	Phase	Exempt?	Non-exempt?	New?	Notes
T300	Transit Rail Initiatives	<p>This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.</p>	NJ TRANSIT	Various	Various	SJTPO	ERC	Y	x-010a	x	

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”
FY 2016 Scenario Year/Notes	Scenario year from prior regional emission analysis
Status in FY 2018	Status of project for <u>this</u> conformity analysis

NJ Turnpike Authority

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	FY 2016 Scenario Year/Notes	Status in FY 2018
GSP	Parkway Mullica River Bridge	This project provides for the design and construction of improvements at the Parkway crossing of the Mullica River in Port Republic and Bass River Township, milepost 49.0. The primary work includes the construction of a new parallel bridge to provide for the proposed GSP widening from Interchange 30 to 80 improvements and the rehabilitation of the existing bridge which includes redecking, structural repairs and seismic retrofit. When complete the combined crossings will provide 3 lanes in each direction and full shoulders. The new structure was completed in 2011, currently all GSP traffic is traveling on it in a four lane pattern. Estimated construction cost: \$72,000,000.	NJTA	Atlantic	N		2014 (Omitted: Covered by 48-63 widening)	
GSP	Parkway Interchange 41 Improvements	This project will provide four new ramps connecting the GSP directly to Jimmie Leeds Road allowing full access to the Garden State Parkway eliminating the access to Jimmie Leeds Road from the Garden State Parkway Atlantic Service Area. Additionally, the improvement includes adding a third lane and shoulders in both directions of the Garden State Parkway as part of the Widening from Interchange 30 to 80. The new Interchange ramps were opened to traffic on March 13, 2015. Work is still progressing at this location and is expected to be complete summer of 2015. As of March 2015, this project is substantially complete.	NJTA	Atlantic	N		2015	Completed. Final inspection was Dec 2015

NJ Turnpike Authority (cont.)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	FY 2016 Scenario Year/Notes	Status in FY 2018
GSP	Parkway Interchange 44 Improvements	Presently Interchange 44 provides access to the Garden State Parkway to and from the north. This project will complete the interchange to provide two additional ramps to allow access to and from the south. The existing Pomona Road bridge over the GSP will be lengthened in order to accommodate an additional lane and full shoulders in both directions of the GSP as part of the Widening of the GSP from Interchange 30 to 80. This project is in construction. Estimated construction cost (includes Interchange 41 improvements): \$50,000,000.	NJTA	Atlantic	N		2015	Completed. Final inspection was Dec 2015
GSP	Parkway Widening and Interchange Improvements Milepost 35 to 38	This project will improve operations at Interchange 36, 37 and 38 by providing full decel and accel lanes at Interchange 36 with Tilton Road and eliminate the southbound weave between traffic entering the GSP from the Atlantic City Expressway eastbound ramp and the traffic exiting the GSP at Interchange 37 with Washington Avenue. The improvement includes widening the Atlantic City Expressway entrance ramp to two lanes and adding one lane in each direction and full shoulders on the GSP to accommodate the widening from Interchange 30 to 80 improvement. Construction started in December 2014. Expected completion 2018.	NJTA	Atlantic	N		2020	Anticipated completion 2018
GSP	Garden State Parkway Interchange 48 to 63 Widening	One additional lane in each direction between Interchange 48 and 63. The third lane was opened between Interchange 63 and 52 in May 2013. The striping to open the third lane between Interchange 48 and 52 will be completed once the Bass River Bridge is completed in May 2015.	NJTA	Atlantic	N		2015	Completed. Opened to traffic May 2015
GSP	Garden State Parkway Interchange 38 to 41 widening	One additional lane in each direction between Interchange 38 to 41. Construction started in August 2014. Construction started in August 2014. Expected completion 2018.	NJTA	Atlantic	N		2020	Anticipated to be complete 2018

NJ Turnpike Authority (cont.)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	FY 2016 Scenario Year/Notes	Status in FY 2018
GSP	Garden State Parkway Interchange 41 to 48 widening	One additional lane in each direction between Interchange 38 and 48. Construction started in August 2014. Construction started in August 2014. Expected completion 2017.	NJTA	Atlantic	N		2020	Completed. August 2016
GSP	Garden State Parkway Interchange Improvements in Cape May	This project provides for the grade-separation of three (3) existing at-grade signalized intersections on the Garden State Parkway with Shell Bay Avenue, Stone Harbor Boulevard, and Crest Haven Road. The project is currently under construction. Estimated construction cost: \$100,000,000. Expected completion: 2015	NJTA	Cape May	N		2015	Completed. July 2015
GSP	Replacement of the Garden State Parkway Southbound Bridges of Great Egg Harbor and Drag Channel	This project will provide for the replacement of the southbound bridges, including the construction of a multi-use pathway on the bridges, and the demolition of the Beesley's Point Bridge. The project is currently under construction. Estimated construction cost: \$225,000,000. Expected completion 2018.	NJTA	Cape May	Y	S19	2020	The southbound Great Egg Harbor structure was opened to traffic Sept 2016. The other work including Drag Channel Bridge replacement and demolition is on-going. Included Great Egg Harbor Bridge Improvements, provided by LN.
GSP	Garden State Parkway Interchange 0 Improvements	This project, in Lower Township, Cape May County, will provide for the reconstruction of the signalized intersection of the Garden State Parkway with State Route 109 and the intersection of State Route 109 and Shore Drive (C.R. 621). Construction is anticipated to start July 2015. Expected completion 2016.	NJTA	Cape May			2020	Completed.

South Jersey Transportation Authority (SJTA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Scenario Year/Notes
ACE	ACE/ACY Direct Connector	Design and construction of direct connect roadway from the AC Expressway to ACY Airport.	SJTA	Atlantic	N			2030
ACE	ACE Third Lane Widening Westbound	ACE Widening East and West Bound 31-44	SJTA	Atlantic	N			2030
ACE	Electronic Toll Collection Upgrades	Upgrade of toll collections and violation enforcement using innovative technology through electronic tolling. All toll plazas would be affected by Electronic Toll Collection Upgrades. The project consists of eliminating toll booths and implementing cashless system or All Electronic Tolling.	SJTA	Atlantic	N			2030

Delaware River and Bay Authority (DRBA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Scenario Year/Notes
Sandman Blvd	Rehabilitation of Approach Roads (Phase II)-Cape May-Lewes Ferry	Phase I of the Cape May Approach Roads is complete and the remaining portion between Bayshore Road and the existing toll plaza needs rehabilitation. Improvements include drainage, signage, re-construction of the existing pavement, and upgrading safety features to meet present standards. Improvements will also be made on Beach Drive such as widening, adding shoulders, and adding sidewalk. Design is nearly complete with construction anticipated in early 2018 with completion planned for late 2019. The estimated cost for this work is \$7 million.	DRBA	Cape May	N			2020
Delaware Memorial Bridge	Pave and rehabilitate I-295 from foot of twin spans in New Jersey to NJ 130 bridge	Milling and hot-mix overlay of northbound and southbound I-295 due to failing pavement. Work will include pavement markings. Construction is anticipated spring 2018. The expected cost for this work is \$700,000.	DRBA	Salem	N			2020

Casino Redevelopment Authority (CRDA)

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Scenario Year/Notes
Dr Martin Luther King Jr Blvd	Dr Martin Luther King Jr Blvd Widening	Widening of Dr Martin Luther King Jr Blvd in Atlantic City.	CRDA	Atlantic	N			2015
Connecticut Ave	South Inlet Transportation Improvement Project	Creation of an entrance boulevard from Absecon Blvd (Rt 30) to the South Inlet section of Atlantic City. Road widenings and other improvements made to Connecticut Ave and Massachusetts Ave, with new turning lanes on Absecon Blvd and Atlantic Ave.	CRDA	Atlantic	N			2015
Pacific Ave.	Asphalt Overlay		CRDA	Atlantic			2016	Not modeled.

Local Project

Route	Project Name	Description	Sponsor	County	Exempt?	Excat	Year of Completion	Scenario Year/Notes
New road (extension of municipal street).	Improvements associated with new Wal-Mart	These are improvements associated with new WalMart Super Center expected to open in November 2017. A new road will connect Old Egg Harbor Road and Route 40/322 with signal improvements at each intersection. New turning lanes will also be added to Fire Road onto Route 40/322.	EHT	Atlantic			2017	Extension of municipal street and will remain under municipal jurisdiction. Presumed speed limit will be 25 mph.

Appendix B: Definition of Regional Significance*

Pertaining only to those projects classified as non-exempt:

Projects on facilities having a functional classification of minor arterial or lower shall not be considered to be regionally significant projects unless sufficient evidence demonstrates the need for an exception. All non-exempt projects on principal arterial or higher functional class facilities and all fixed guideway transit facilities that offer an alternative to regional highway travel will be considered regionally significant.

The MPO shall provide initial determinations regarding exemption and significance status for each project to the interagency group for review and comment. Following consultation, the MPO shall make a final determination for the project pool.

For clarification: those non-exempt projects that are not classified as regionally significant are included in the regional emissions modeling exercises, where possible. The difference between regionally significant and insignificant projects is only manifest for “non-Federal” projects in the event of a freeze or a lapse. Non-Federal projects are those not requiring Federal funding or approval but that are implemented by an agency that is a regular recipient of Federal transportation funds.

*As reconfirmed by the Interagency Group at their February 28, 2017 meeting.

Appendix 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
¹ In PM ₁₀ 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