

**Transportation Conformity of the SJTPO Fiscal
Years 2010-2013 Transportation Improvement
Program and the Regional Transportation (Long
Range) Plan Under All Current
National Ambient Air Quality Standards**



**South Jersey Transportation Planning Organization
782 S. Brewster Road, Unit B6
Vineland, NJ 08361
www.sjtpo.org**

**FINAL June 15, 2009
REVISED August 6, 2009**

Transportation Conformity of the SJTPO FY 2010 Transportation Improvement Program and the Regional Transportation (Long Range) Plan Under All Current National Ambient Air Quality Standards

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 MPO's 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 MPO's. Traditionally, MPO's 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.

In addition, the SJTPO has formed the South Jersey Traffic Safety Alliance (SJTSA). The Alliance's main objective is to assist all county and municipal agencies and organizations with problem assessment, development, implementation, and evaluation of educational programs, enforcement programs, and engineering projects for traffic and pedestrian safety.

Table of Contents

1	OVERVIEW/BACKGROUND	4
2	PROJECTS AND ANALYSIS YEARS	6
3	METHODOLOGY	6
	3.1 Analysis Software.....	6
	3.2 Applicable Tests and Budgets	7
4	OTHER PLANNING ASSUMPTIONS	7
	4.1 Population & Employment.....	7
	4.2 Travel & Congestion	8
	4.3 Transit Operation Policy and Fare Changes.....	8
	4.4 Transportation Control Measures (TCMs)	8
5	MODELS AND INPUTS.....	8
6	STAKEHOLDER PARTICIPATION	9
	6.1 Interagency Consultation	9
	6.2 Public Involvement Procedure	9
7	ANALYSIS RESULTS	11
	7.1 Action Scenarios	11
	7.2 Budget Tests.....	12
	7.3 Meeting the Conformity Criteria	12
8	COMMENTS AND RESPONSES	18
	SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION	58

List of Tables

Table 1 - Budgets for VOC and NOx (tons per day) for SJTPO Region	7
Table 2 - VOC Budget Test, SJTPO (tons per day).....	12
Table 3 - NOx Budget Test, SJTPO (tons per day)	12

List of Figures

Figure 1 – 8-Hour Ozone Non-Attainment Area	5
Figure 2 - SJTPO 8-Hour Conformity Schedule for 2035 Regional Transportation Plan	10
Figure 3 – Evaluation of the Conformity Determination Criteria	13

1 Overview/Background

This report documents the demonstration of transportation conformity of the SJTPO FY 2010-2013 Transportation Improvement Program (TIP) and the SJTPO 2035 Regional Transportation Plan (RTP, or the Plan).

This conformity demonstration is based on the conformity Final Rule, including 40 CFR Part 93 as revised, and is consistent with the joint EPA, Federal Highway Administration, and Federal Transit Administration Regional Air Quality Consultation and Coordination process. Pollutants addressed include volatile organic compounds (VOCs), nitrogen oxides (NOx) and carbon monoxide (CO). Conformity findings must be based on established budgets (where appropriate) for VOCs, NOx and CO 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 approved by the SJTPO Policy Board on July 28, 2008 as part of the 2035 Regional Transportation Plan, and other applicable latest planning assumptions.

The purpose of this analysis document is to comply with the Final Rule for the 8-hour Ozone National Ambient Air Quality Standards (NAAQS).

¹On November 9, 2005 the Environmental Protection Agency (EPA) issued a final rule that will take the next steps to protect the American public from ground-level ozone pollution. This rule, often called the Phase 2 Ozone Rule, describes the actions states must take to reduce ground level ozone.

The *Final Rule* dictates that conformity findings within the SJTPO planning area, which is part of the *Philadelphia-Wilmington-Atlantic City Moderate Ozone Non-attainment Area* are under the 8-hour ozone national ambient air quality standards (NAAQS). Effective 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,² “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”.

Attainment of the new federal ozone standards in the area is required by the analysis year 2010, which becomes a new analysis year for ozone. Note that SJTPO is responsible for demonstrating transportation conformity for its sub-area within the greater air quality control region (AQCR). Similarly DVRPC (Camden, Burlington, Gloucester, and Mercer Counties), NJTPA (Ocean County), and other MPO’s are tasked with demonstrating transportation conformity for their planning region sub-areas located within the designated non-attainment area.

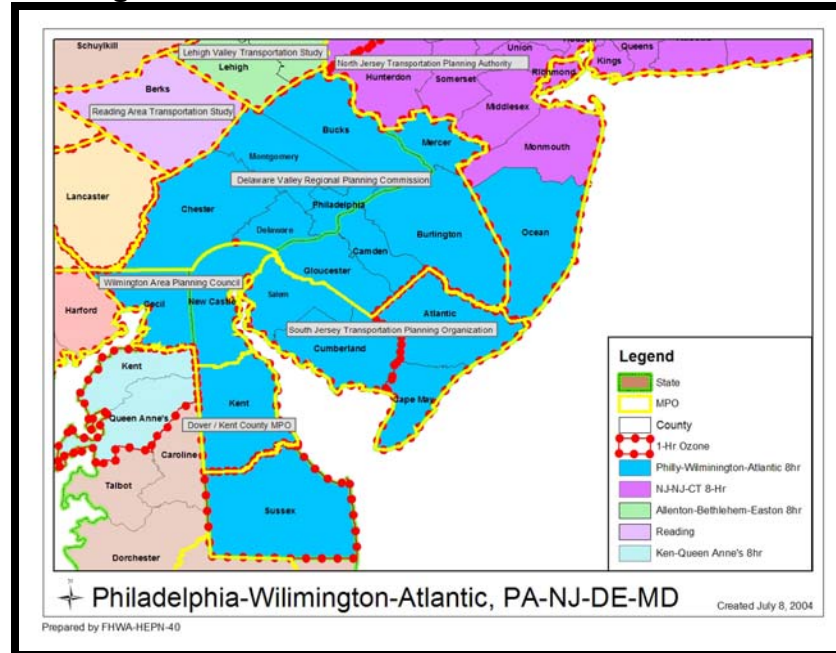
The 8-hour non-attainment air quality control region (AQCR) is detailed in Figure 1 below. For the four-county SJTPO planning area, the 2008 and 2009 VOCs and NOx budgets have been established using MOBILE6 in cooperation with the New Jersey State

¹Excerpted from USEPA website - <http://www.epa.gov/ozonedesignations/documents/Nov05/factsheet.htm>

²Excerpted from USEPA website - <http://www.epa.gov/EPA-AIR/2008/July/Day-17/a16390.htm>

Department of Environmental Protection (NJDEP). These ozone precursor budgets are used for the analysis years of 2010, 2017, 2025 and 2035.

Figure 1 – 8-Hour Ozone Non-Attainment Area



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 maintenance plan and thus SJTPO no longer has to complete a regional emissions analysis for these areas.

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 the Regional Transportation Plan (“Plan”). Consistent with the requirements for non-attainment areas, SJTPO has demonstrated in this document that the TIP and Plan conform to the SIPs with respect to the respective motor vehicle emissions budgets in the corresponding implementation years.

2 Projects 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 conducted to demonstrate 8-hour conformity of the TIP and the Plan includes 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 current TIP, and those which have been introduced in previous TIPs that are not yet completed.

For this iteration of conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO_x are 2010 (the 8-hour ozone NAAQS attainment year, by which the region must achieve the 8-hour ozone NAAQS requirements), 2017 and 2025 (the *interim* years selected to keep all analysis years less than ten years apart) and 2035 (the *horizon* year of the *SJTPO 2035 Long Range Transportation Plan*). VOCs and NO_x, which are heat-related ozone precursors, are concerns during the summer months, and are estimated for a July weekday. To demonstrate conformity, projected emissions in all analysis years must not exceed the established budgets.

A complete list of TIP projects is contained in Appendix A. All non-exempt projects that could be modeled, including non-Federal projects, will be covered in the current conformity determination. These projects are listed in Appendix A and have a completion year associated with them under the "Scenario Year" column.

3 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), also known as 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.

3.1 ANALYSIS SOFTWARE

A combination of computer programs centered on MOBILE6.2 and PPSUITE were used to assess air quality in the SJTPO region. MOBILE6.2 is a software package developed by the USEPA to calculate mobile source emissions. PPSUITE is a software package used to pre-format and post-format data to and from MOBILE6.2. It provides a linkage between MOBILE6.2 and the transportation

model, the South Jersey Travel Demand Model (SJTDM). In this analysis emissions are calculated for two categories of pollutants: volatile organic compounds, oxides of nitrogen. (EPA HAS CONFIRMED THAT THE MOVES SOFTWARE IS NOT YET BEING UTILIZED AND THEREFORE WE ARE CONTINUING THE USE OF MOBILE6.2 TO PRODUCE EMISISONS ESTIMATES FOR THE SJTPO REGION)

3.2 APPLICABLE TESTS AND BUDGETS

The SJTPO region has emission budgets for relevant pollutants for the 8-hour Standard, 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 NOx are the budget levels for the year 2009 and later for the SJTPO region. VOC and NOx budget levels corresponding to the analysis years of 2010, 2017 2025 and 2035 are listed in Table 1. The values correspond to emissions generated for a July weekday, the prescribed analysis day/period for the VOC and NOx emission testing in the SJTPO region.

Table 1 - Budgets for VOC and NOx (tons per day) for SJTPO Region

Budgets	2010 (tons)	2017 (tons)	2025 (tons)	2035 (tons)
VOC	13.04	13.04	13.04	13.04
NOx	29.64	29.64	29.64	29.64

Budgets approved by USEPA August 1, 2008

4 Other Planning Assumptions

The latest planning assumptions must be used in the conformity analysis. Note that there are no changes to the planning assumptions which were used for the most recently adopted conformity analysis of the TIP and the Plan. The travel demand modeling process utilizing the latest planning assumptions began on March 25th, 2009.

Key elements utilized in this conformity assessment follow:

4.1 POPULATION & EMPLOYMENT

Population and employment forecasts (endorsed by the SJTPO Policy Board on July 28, 2008) were used to forecast future year traffic conditions in the SJTPO area. These demographic forecasts project population and employment trends at the county and municipal level in five – year intervals to the year 2035. The forecasts were developed from Department of Labor estimates for 2005

and in close cooperation with the county planning and economic development departments and, where available, SJTPO relied on projections prepared directly by the counties. The SJTPO Technical Advisory Committee was also involved at every step of this process.

4.2 TRAVEL & CONGESTION

For all analysis years, VMT and VHT are calculated by the South Jersey Travel Demand Model. Base year VMT was adjusted based on 2007 data from NJDOT's Highway Performance Monitoring System (HPMS) estimates, which were confirmed by NJDOT to be the latest estimates. Vehicle type mix comes from 2005 DMV registration data. The vehicle age profile is updated to 2007 data. And diesel fraction data is from 2003. In addition, auto operating costs remain at 15 cents per mile in year 2000 dollars.

4.3 TRANSIT OPERATION POLICY AND FARE CHANGES

Transit ridership has continued to grow, which provides a favorable effect on emissions. Transit service assumptions include fare/toll increases over time - detailed assumptions for different facilities were included in network coding files. In general, fares and tolls will change in step with inflation. This will cover any anticipated NJ Transit fare increases.

4.4 TRANSPORTATION CONTROL MEASURES (TCMs)

Transportation Control Measures that were implemented in the region, as identified in previous SIPs, are included in the base network. The current SIP does not include any Transportation Control Measures. Therefore, neither the budgets nor the conformity analysis reflect any additional Transportation Control Measures.

5 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
- Reasonable Methods to Estimate Off-Network VMT
- Capacity- and Volume-Sensitive Speed-and-Delay Estimates
- Consistency with SIP Emissions Modeling Assumptions

Vehicle age files have been updated, and PM 2.5 inputs have been updated but do not affect this analysis, since SJTPO is not required to conduct PM analysis.

The South Jersey Travel Demand Model (SJTDM) was used along with PPSUITE. This model was last validated in July 2006 to a base year of 2000. It has been accepted and was used to establish the current 2005 and projected 8-hour ozone budgets. The

latest emissions model for New Jersey, MOBILE6.2, was used for the conformity analysis. The 2005 vehicle age and distribution data were used in the analysis process.

6 Stakeholder Participation

The stakeholder participation process is being and has been conducted according to the schedule depicted in Figure 3. This includes participation of the Transportation Conformity Interagency Consultation Group and the general public at-large.

6.1 INTERAGENCY CONSULTATION

Requirements for interagency consultation were met through the first Transportation Conformity Interagency Consultation Group (TCICG) meeting on March 18th, 2009 and follow up email coordination with the TCICG through May 14th, 2009.

If additional issues requiring consultation arose, consultation would be by conference call unless needs dictated an in-person meeting. When the proposed conformity determination documentation was completed, a summary document was distributed to all participating agencies for comment.

6.2 PUBLIC INVOLVEMENT PROCEDURE

The proposed conformity determination for the 2035 Regional Transportation Plan had a 30-day comment period. The summary document was made available to outline how conformity requirements have been met. Any questions on technical backup were addressed upon request. The public meeting was held June 4th, 2009 at the SJTPO offices.

Figure 2 - SJTPO 8-Hour Conformity Schedule for 2035 Regional Transportation Plan

SJTPO FY10 AQ Assistance - Conformity Schedule	
Date	Process
6-Mar	Confirm Project List
10-Mar	Draft Planning Assumptions document to SJTPO
18-Mar	Teleconference with Interagency Consultation Group 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.
25-Mar	Start of Travel Demand Model Process.
15-Apr	Initial Conformity Determination due from consultant.
22-Apr	Provide Interagency Consultation Group with draft Conformity Determination. Request concurrence with findings using email and/or a conference call.
1-May	Publish Public Notice for Public Hearing & Comment Period.
15 May – 15 Jun	30-Day Public Review Period.
4-Jun	Public Meeting
8-Jun	TAC recommends Policy Board action on RTP and Conformity Determination.
22-Jun	Policy Board action on TIP & Conformity Determination
26-Jun	MPO TIP & Conformity Determination submitted to NJDOT

7 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 1 below. The VMT and VHT data are summarized by analysis period, winter, or summer, and are presented for comparative purposes.

Table 1 - Regional Travel Summary for the SJTPO Region

	2010	2017	2025	2035
Population	611,588	642,492	677,167	722,196
Employment	296,824	315,993	335,785	358,512
VMT Winter	13,005,270	13,789,090	14,863,150	16,087,880
VHT Winter	319,244	336,160	361,043	395,954
VMT Summer	24,971,071	25,883,635	27,403,316	29,278,820
VHT Summer	802,928	819,102	907,395	1,030,944

7.1 ACTION SCENARIOS

The conformity assessment depicts the results of the action scenarios 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 2000, 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 A. For the analysis year, the SJTDM is re-run with the appropriate future year demographic inputs and the modified, action scenario highway network assumed 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.

7.2 BUDGET TESTS

This analysis is based on the 8-hour Ozone emissions budgets (for 2009) ³approved by EPA effective as of August 1, 2008. 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 2 and 3 below.

Table 2 - VOC Budget Test, SJTPO (tons per day)

	2010	2017	2025	2035
Budget	13.04	13.04	13.04	13.04
Action#	11.77	6.96	5.87	6.31
Budget-Action	1.27	6.08	7.17	6.73
Pass/Fail	Pass	Pass	Pass	Pass

Summer emission

Table 3 - NOx Budget Test, SJTPO (tons per day)

	2010	2017	2025	2035
Budget	29.64	29.64	29.64	29.64
Action#	25.90	9.96	5.30	4.83
Budget-Action	3.74	19.68	24.34	24.81
Pass/Fail	Pass	Pass	Pass	Pass

Summer emission

7.3 MEETING THE CONFORMITY CRITERIA

Tables 2 and 3 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 the Plan meet all requirements under the 8-hour ozone standard all analysis years tested.

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

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 Figure 3.

**Figure 3 – Evaluation of the Conformity Determination Criteria
SJTPO's Response**

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§93.106(a)	(1) Are the transportation plan horizon years correct?	Yes. The years 2010, 2017 2025 and 2035 are the current <i>Plan</i> horizon years, appropriately include the attainment year that is in the time span, and are not more than 10 years apart.
§93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand	Yes. The <i>2035 Regional Transportation Plan</i> , of which this TIP analysis will be a part, will become the current and conforming transportation plan, which will quantify and document 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 <i>TIP</i> and <i>Plan</i> documents.
§93.108	Are the transportation improvement program and the transportation plan fiscally constrained?	Yes. The <i>TIP</i> and the <i>Plan</i> are constrained to reasonably anticipate financial resources.

Corresponding 40 CFR Part 93	Evaluation Criteria	SJTPO's Response
Section(s)		
§93.109(a)	Has the MPO demonstrated that all applicable criteria and procedures for conformity are complied and satisfied?	Yes. As part of the response, this table itemizing criteria and responses is presented.
§93.109(e)	Are all budget tests for VOCs, NOx, and CO satisfied as required by §93.118 and §93.119 for conformity determination?	Yes. As a moderate non-attainment area with existing 8-hour ozone <i>SIP</i> budgets, SJTPO performs budget tests to demonstrate the 8-hour ozone conformity of the <i>TIP</i> and the <i>Plan</i> . SJTPO is not required to perform CO testing at this time.
§93.109(f)	Are the conformity determinations based upon the latest planning assumptions?	Yes.
	(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions in force at the time the conformity determination began?	(a) Yes. This conformity determination utilizes the most recent planning assumptions as of March 25, 2009 , the start date of the travel demand modeling process which in effect signaled the start of the conformity determination process.
§93.110	(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 2008 and shown in this conformity determination document. Also, vehicle registration data from 2007 are 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	(d) Transit service and increases in fares, etc are addressed in this conformity demonstration. Also included are planned toll increases on DRBA facilities and the New Jersey

Corresponding 40 CFR Part 93	Evaluation Criteria	SJTPO's Response
Section(s)	and increases in transit fares and road and bridge tolls over time.	Turnpike.
§93.110 (cont)	(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. (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.	(e) Currently, there are no adopted TCMs in the corresponding <i>SIPs</i> . (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 <i>TIP</i> and the <i>Plan</i> is based on MOBILE 6.2.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§93.112	Did the MPO make the conformity determination according to the consultation procedures of the <i>Final Rule</i> or the state's conformity <i>SIP</i> ?	Yes. One Interagency consultation teleconference was held on March 18 th , 2009 with follow-up consultation held via email correspondence to the entire TCICG. 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 and 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 <i>SIPs</i> .
§93.114	Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?	Yes. The SJTPO FY 2010 <i>TIP analysis is performed as part of the 2035 Plan Update</i> under the current 8-hour ozone NAAQS, and are the currently conforming <i>TIP</i> and the <i>Plan</i> , respectively.
§93.115	Are the projects from a conforming Plan and TIP?	Yes. The Plan Conformity was approved on July 28, 2008, 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	Yes. The <i>TIP</i> and the <i>Plan</i> result in fewer emissions than the established budgets for all pollutants in each analysis year.

Corresponding 40 CFR Part 93	Evaluation Criteria	SJTPO's Response
Section(s)	budget(s) in the applicable SIP?	
§93.122(a) (1)	Does the conformity analysis include all regionally significant projects?	Yes. The project sets for the <i>TIP</i> and the <i>Plan</i> include all regionally significant projects.
§93.122(a) (6)	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 TCICG, and have been deemed reasonable.
§93.122(a) (7)		
§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.

8 Comments and Responses

No comments were received from the public.

Appendix A

Fiscal Year 2010-2013

Transportation Improvement Program Project Listing

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	X12	N/A	Acquisition of Right of Way	Advance acquisition and demolition of key right of way parcels, easements, transportation facilities, and access and development rights to preserve transportation corridors for future transportation use.	N	Y	Activities which do not involve or lead directly to construction		FY10-19 Draft Program
	X242	N/A	Accident Reduction Program	Comprehensive program of safety improvements.	N	Y	Safety Improvement Program		FY10-19 Draft Program
	S0706	CR 540	Almond Road	Resurfacing and rehabilitation: Centeron Road (CR 540) to the Maurice River	N	Y	Pavement Resurfacing and/or Rehabilitation		FY10-19 Draft Program
	S0903	CR 540	Almond Road	Resurfacing and rehabilitation: CR 645 to Cumberland County line	N	Y	Pavement Resurfacing and/or Rehabilitation		FY10-19 Draft Program
	04311	N/A	Asbestos Surveys and Abatements	Initial funding for term agreements to provide for advanced design services which include asbestos surveying and preparation of plans and specifications for the asbestos abatement and air monitoring process needed on construction contracts.	N	Y	Planning activities conducted pursuant to Titles 23 and 49 U.S.C.		FY10-19 Draft Program
	X72A	N/A	Betterments, Bridge Preservation	Minor improvements to the state highway system for bridge maintenance repair projects, repair parts, and miscellaneous needs for emergent bridge projects. The federally – funded portion of the program will provide preventative maintenance.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	01335	N/A	Betterments, Dams	Funding for DEP mandated cycle 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 to Department – owned dams.	N	Y	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action		FY10-19 Draft Program
	X72B	N/A	Betterments, Roadway Preservation	Miscellaneous repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	X72C	N/A	Betterments, Safety	Minor improvements to the state highway system such as beam guide rail, impact attenuators, and safety fencing	N	Y	Safety improvement program		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	X185	N/A	Bicycle & Pedestrian Facilities/ Accommodation	Development of bicycle and pedestrian improvements, and design and/or construction of bicycle/pedestrian facilities. Also included is funding for bicycle/pedestrian mass media programs	N	Y	Bicycle and pedestrian facilities		FY10-19 Draft Program
	06385	N/A	Bridge Deck Patching Program	Contracts will be awarded to preserve and extend the useful life of bridge decks.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	03304	N/A	Bridge Deck Replacement Program	Design and construction of deck preservation, and deck and superstructure replacement in various locations throughout the state.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	X07E	N/A	Bridge Inspection, Local Bridges	Regular structural inspection of local bridges as required by federal law and in-depth scour evaluation of potentially scour susceptible local bridges which were not fully evaluated as part of the prior effort.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	X07A	N/A	Bridge Inspection, State NBIS Bridges	Regular structural inspection of state highway and NJ Transit highway-carrying bridges as required by federal law and in-depth scour evaluation of potentially scour susceptible local bridges which were not fully evaluated as part of the prior effort	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	X70	N/A	Bridge Management System	Development, improvement, and implementation of New Jersey's Bridge management System, a computerized system of analyzing bridge rehabilitation and replacement needs.	N	Y	Planning and technical studies		FY10-19 Draft Program
	X08	N/A	Bridge Painting Program	Painting of the steel on various bridges as anti-corrosion measure to extend the life of these bridges.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	08381	N/A	Bridge Replacement, Future Projects	Future projects related to bridge replacements, statewide	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	98316	N/A	Bridge Scour Counter - measures	Bridge scour countermeasure contracts will provide the needed protection to various substructure elements to extend the life of state bridges over waterways.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	98315	N/A	Bridge, Emergency Repair	Will allow emergency bridge repairs and emergency technical consultant assistance for inspection and repair design when the safety of a bridge is compromised due to a collision or flood damage, etc.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	98319	N/A	Capital Contract Payment Audits	Will provide funding for the auditing of capital project contract invoices that involve reimbursement of direct and overhead costs	N	Y	Planning and technical studies		FY10-19 Draft Program
	X190	N/A	Clean Cities Program	Development of an alternative fuels program to support the conversion of fleet vehicles to alternative fuels or purchase of new alternative fuels in several New Jersey urban centers	N	Y	Planning and technical studies		FY10-19 Draft Program
	S0506	CR 581 & CR 672	Commissioners Pike, Phase III, Woodstown Road to Watson Mill Road	Resurfacing of Commissioners Pike from Woodstown Road (CR 603) to Watson Mill Road (CR 672). The project may also include replacement of cross drains and installation of guide rail as necessary	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	S0610	CR 581 & CR 672	Commissioners Pike, Phase IV, Woodstown Road to Route 40	Resurfacing of Commissioners Pike from Woodstown Road (CR 603) to Route 40. The project may also include replacement of cross drains and installation of guide rail as necessary	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	07339		Community Notification of Construction Projects	Purchase of paid media to inform the public of planned construction work	N	Y	Planning and technical studies		FY10-19 Draft Program
	02379		Congestion Relief, ITS Improvements	Low cost, quick turnaround ITS improvements to improve traffic flow and provide traveler information on the state's transportation system	N	Y	Traffic control devices and operating assistance other than signalization		FY10-19 Draft Program
	02378		Congestion Relief, Operational Improvements	Low cost, quick turnaround improvements to relieve congestion at key bottleneck locations	N	Y	Traffic control devices and operating assistance other than signalization		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	X180		Construction Inspection	Term agreements for inspection of construction projects	N	Y	Planning and technical studies		FY10-19 Draft Program
	05304		Construction Program IT System	Replacement for current IT systems supporting the construction program	N	Y	Planning and technical studies		FY10-19 Draft Program
X	S0902	CR628	Corson's Tavern Road Resurfacing	Resurfacing and drainage improvements	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	99322A		Culvert Inspection Program, Locally – Owned Structures	Regular structural inspection of county – owned and locally – owned highway bridges of less than 20 feet	N	Y	Planning and technical studies		FY10-19 Draft Program
	99322		Culvert Inspection Program, State – Owned Structures	Regular structural inspection of state – owned highway bridges of less than 20 feet	N	Y	Planning and technical studies		FY10-19 Draft Program
	09316		Culvert Replacement Program	Culvert replacements will be initiated based on the results of the culvert inspection program. It is anticipated that these culverts will be replaced in the same location with basically the same waterway opening size and will require no ROW and minimal utility involvement	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	S0802		Dante Ave. Ph II	Full – width milling and overlay	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	X142		DBE Supportive Services Program	Support to individual DBE contractors	N	Y	Planning and technical studies		FY10-19 Draft Program
	X106		Design, Emerging Projects	Funding for Capital Program Management task order agreements as well as projects emerging from feasibility, and funding for review of projects and advanced design services.	N	Y	Planning and technical studies		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	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.	N	Y	Planning and technical studies		FY10-19 Draft Program
	X197		Disadvantaged Business Enterprise	This is a federal grant to provide an integrated program of training and business development services to expand the capacity of Disadvantaged Business Enterprise (DBE) firms to more equitably compete for public works contracts in New Jersey.	N	Y	Planning and technical studies		FY10-19 Draft Program
	X154D		Drainage Rehabilitation & Improvements	This program will fund low-cost/high-value drainage projects on the state highway drainage system.	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	X154		Drainage Rehabilitation and Maintenance, State	This program will provide for the rehabilitation and maintenance of state highway drainage systems; which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	X147		Electrical and Signal Safety Engineering Program	This is a comprehensive training and mitigation program to improve safety conditions for NJDOT employees working on traffic signal poles in the vicinity of electric lines. Includes relocation of electrical lines.	N	Y	Planning and technical studies		FY10-19 Draft Program
	X241		Electrical Facilities	This program will provide for purchase of materials and the 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.	N	Y	Lighting improvements		FY10-19 Draft Program
	04324		Electrical Load Center Replacement, Statewide	This project will provide for the betterment of the existing highway lighting facilities. The existing facilities do not comply with current electrical code and replacement equipment is not available. Due to high traffic volumes, maintenance of the existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. Right of way acquisition may be required.	N	Y	Lighting improvements		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	X75		Environmental Investigations	This program will provide funding for environmental assessment work products provided on a quick-response basis through specialized task-order consultant agreements in such areas as ecology, hazardous waste investigations, cultural resource investigations and mitigation, and NEPA and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements requiring 100% state funding. This general program will, furthermore, provide for the cleanup at various locations, of gasoline UST Discharge, 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 transportation facilities.	N	Y	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action		FY10-19 Draft Program
	03309		Environmental Project Support	This program will provide for environmental services for the following activities: Land Use Regulation Program payments, wetland delineations, wetland mitigation monitoring, wetland mitigation remediation, cultural resources mitigation, hazardous waste investigations and studies and hydrology/hydraulic investigations and studies. These activities are in support of meeting environmental commitments and prevent costly violations.	N	Y	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action		FY10-19 Draft Program
	X15		Equipment Purchase (Vehicles, Construction, Safety)	This program will provide for direct purchase of replacement or new equipment.	N	Y	Purchase of support vehicles		FY10-19 Draft Program
	00377		Ferry Program	This program will provide federal dollars allocated from the Ferry Boat Discretionary Fund program for construction/improvement to ferry boats and ferry terminals. Funding comes from set-aside funds and potential earmarks.	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)		FY10-19 Draft Program
	S0905	CR688	First Road Resurfacing	Resurfacing of First Road from Twelfth Street to Weymouth Road in the Town of Hammonton, Atlantic County	N	Y	Pavement Resurfacing and/or Rehabilitation		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	X34		Freight Program	Rehabilitation and improvement of key elements of the state's rail freight network, including acquisitions, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program, matching of federal funds, and participation in other projects and programs for improvement of the intermodal goods movement network and support of economic development initiatives.	N	Y	Rehabilitation or reconstruction of track structures, track, and track bed in existing rights of way		FY10-19 Draft Program
	98543	N/A	Garden State Parkway Interchange Improvements in Cape May	Construction of grade-separated interchanges at Shell Bay Avenue, Stone Harbor Boulevard and Crest Haven Road	Y	N		2017	FY10-19 Draft Program
	X236		Historic Bridge Preservation Program	This program will provide funds for minor rehabilitation work intended to prolong the life span of identified historic bridges in yet to be determined counties.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	03305		Intelligent Transportation Systems	This program will provide funding to support the Department's Intelligent Transportation Systems (ITS) Investment Strategy, the ITS Architecture and other ITS initiatives to maintain, enhance, and expand the ITS Facilities throughout the State, including integration with Transportation Security Systems. Maintenance of the ITS Architecture is necessary to meet FHWA requirements for the funding of ITS related projects or ITS components within other improvement projects. This support includes the review and development of new technology applications, procurement and testing deployments of new technologies, the design and development of contract documents to implement new technologies, the design and development of contract documents to implement specific initiatives, engineering assistance to the Department's Traffic Operations Centers, and maintaining an ITS information database integration with the Department's Geographic Information System (GIS).	N	Y	Planning and technical studies		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	98333		Intersection Improvement Program	This program will provide for the development and implementation of safety and operational improvements at intersections identified by the Safety Management System as having significant safety problems.	N	Y	Safety Improvement Program		FY10-19 Draft Program
	X151		Interstate Service Facilities	This program will provide for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.	N	Y	Plantings, landscaping, etc		FY10-19 Draft Program
X	S0901	CR625	JFK Boulevard Reconstruction	Reconstruction of roadway including guiderail and drainage improvements	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	S0803		Landis Avenue, Myrtle Street to Boulevards	Full – width milling and overlay	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	X137		Legal Costs for Right of Way Condemnation	This program will provide reimbursement to the Division of law for legal work performed in connection with right of way condemnation and capital project litigation.	N	Y	Activities which do not involve or lead directly to construction		FY10-19 Draft Program
	X161		Local Aid for Centers of Place	This is an innovative program to help New Jersey communities which have become “designated centers of place” under the State Development and Redevelopment Plan to develop and implement transportation improvements that support the planning and implementation agenda of the center.	N	Y	Planning and technical studies		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	06327		Local Aid Grant Management System	This program will provide 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.	N	Y	Activities which do not involve or lead directly to construction		FY10-19 Draft Program
	X186		Local Aid, Infrastructure Fund	This program will provide local aid funding for counties and municipalities in addition to funding provided by the basic Trust Fund Act program.	N	Y	Widening narrow pavements; bicycle and pedestrian facilities; pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	08387		Local Bridges, Future Needs	This project will provide for future needs related to the local bridge system.	N	Y	Reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	X065	N/A	Local CMAQ Initiatives	Local projects will be developed that will enhance air quality. Funds are allocated 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	N	Y	Operating assistance to transit agencies; purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet		FY10-19 Draft Program
	X41A1	N/A	Local County Aid, SJTPO	Funds allocated to the counties within the SJTPO MPO area for transportation improvements under the NJ Transportation Trust Fund Act.	N	Y	Widening narrow pavements; bicycle and pedestrian facilities; pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	X98A1	N/A	Local Municipal Aid, SJTPO	Funds allocated to municipalities in the SJTPO area for transportation improvements under the NJ Transportation Trust Fund Act.	N	Y	Widening narrow pavements; bicycle and pedestrian facilities; pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	X98Z	N/A	Local Municipal Aid, Urban Aid	Funds allocated to Urban Aid municipalities in the SJTPO area for transportation improvements under the NJ Transportation Trust Fund Act.	N	Y	Widening narrow pavements; bicycle and pedestrian facilities; pavement resurfacing		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
							and/or rehabilitation		
	06326	N/A	Local Project Development Support	NJDOT project management and environmental support to local governments in scoping their local projects	N	Y	Planning and technical studies		FY10-19 Draft Program
	4314	N/A	Local Safety/High Risk Rural Roads Program	Funds to counties and municipalities for the improvement of dangerous intersections and other road improvements	N	Y	Safety Improvement Program		FY10-19 Draft Program
	X196		Maintenance & Fleet Management System	This program will provide for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be purchase of equipment for the DOT fleet and provide for monthly air-time fees.	N	Y	Activities which do not involve or lead directly to construction		FY10-19 Draft Program
	01309		Maritime Transportation System	This program will provide funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes navigable channels, dredging 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.	N	Y	Planning and technical studies		FY10-19 Draft Program
	03316		Median Crossover Crash Prevention Program	Each Fiscal year, the median Crossover Crash Prevention Program identifies locations throughout the state which have a history, or the potential, for accidents resulting from vehicles crossing the median. The Department gets the locations approved by FHWA, designs and installs preventive treatments at these locations in order to prevent	N	Y	Safety improvement program; adding medians		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				such accidents.					
	X30A	N/A	Metropolitan Planning	Metropolitan Planning Organizations carry out a "3C" transportation planning process	N	Y	Planning and technical studies		FY10-19 Draft Program
	S0002	CR 621 & Rt. 109	Middle Thorofare, Mill Creek, Upper Thorofare Bridges	Replacement of Ocean Drive over the existing Middle Thorofare, Mill Creek and Upper Thorofare on CR 621 as well as the improvement of Ocean Drive from Rt. 109 to the Upper Thorofare Bridge.	N	Y	Reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	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 one million dollars 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. The Department is committing to the training requirement on a programmatic level rather than on a project-by-project level.	N	Y	Planning and technical studies		FY10-19 Draft Program
	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) process. Data entry, scanning and imaging will be performed by a private contractor.	N	Y	Planning and technical studies		FY10-19 Draft Program
	01342		National Boating Infrastructure Grant Program	This program will provide funds to construct, renovate, and maintain tie-up facilities for vessels that are 26 feet or more in length. Tie-up facilities include mooring buoys, day-docks, navigational aides, seasonal slips, safe harbors, floating and fixed piers, floating and fixed breakwaters, dinghy docks, restrooms, retaining walls, bulkheads, dockside utilities, pump out stations, recycling and trash receptacles, electric service, water supplies, and pay telephones. Activities eligible for funding are: construction, renovation and maintenance of public and private boating infrastructure tie-up facilities; one-time dredging only between the tie-up facility and the already maintained					FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				channel; installation of navigational aides; application of funds to grant administration; and funding preliminary costs.					
	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, archeological, 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.	N	Y	Planning and technical studies		FY10-19 Draft Program
	S0312		Ocean View Operational Improvements	Development of intermediate and long-term improvements for the congestion at Route 9 intersections in Ocean View.	N	Y	Planning and Technical Studies		FY10-19 Draft Program
	99372		Orphan Bridge Reconstruction	This program will provide for engineering and construction for orphan bridges. It is anticipated that these bridges will be designed utilizing in-house and task order designers. These bridges will be reconstructed in the existing footprint, with the abutments being repaired and the superstructures being replaced with prefabricated/ precast systems whenever possible.	N	Y	Reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	X28B		Park and Ride/ Transportation Demand Management Program	This is a comprehensive program of developing, implementing and evaluating a variety of statewide Transportation Demand Management (TDM) strategies that provide alternatives to single-occupant vehicle use, including commuter ridesharing assistance, on-line ride matching program, planning and marketing of park and rides; grants to counties and municipalities for local park and rides; park and ride leases; marketing of TDM options; bicycle and pedestrian marketing; support of statewide voluntary employer programs; funding for ridesharing incentives, such as the "Carpooling Makes Sense" program; development of programs to serve transportation disadvantaged populations; and TDM solutions in a traffic mitigation or	N	Y	Continuation of ride – sharing and van – pooling promotion activities at current levels		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				corridor management context. Additionally, this program includes the assessment of TMA/TDM strategies on air quality, traffic congestion, and the statewide transportation system.					
	X69		Pavement Management System	This program provides for the continued operation, development and enhancement of the NJDOT Pavement Management System. The Pavement Management System is an analytical tool for evaluating and prioritizing pavement needs and selecting preservation and rehabilitation strategies to optimize network condition with available resources. Development, operation and maintenance of a Pavement Management System is necessary to meet FHWA requirements for the funding of pavement-related projects. Funding is also provided for the Rutgers Pavement Resource Center. The objective of the Rutgers Pavement Resource Center is to utilize the extensive existing laboratory, field and personnel capabilities of the Rutgers pavement engineering program to assist the Department in optimizing rehabilitation strategies for the significant backlog of pavement needs. The joint NJDOT/Rutgers pavement engineering program will be the primary research and technology arm of the NJDOT Pavement Technology Unit and will be organized to best respond to the New Jersey Department of Transportation's immediate needs for implementation of advanced pavement technologies. The services to be provided by the joint DOT/ Rutgers pavement engineering program will include field and laboratory testing and evaluation, development of advanced pavement-related information systems and conduct specialized training/educational programs for NJDOT and consulting pavement professionals.	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	X51		Pavement Preservation	This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the Department can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	06401		Pedestrian Safety Corridor Program	This is a zone-based approach to reduce pedestrian crashes and/or fatalities. Each zone would be identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Each zone would be examined by NJDOT's Safety Impact Teams who would make recommendations for engineering improvements. These areas would also be focus areas for enhanced education and enforcement measures. This program will be monitored for success.	N	Y	Safety improvement program		FY10-19 Draft Program
	06403		Pedestrian Safety Improvement Design and Construction	This is a dedicated funding for pedestrian safety corridor projects, independent roadway projects in the pipeline and Safe Streets to Transit projects. This money will be used for intersection and sidewalk improvements and traffic calming measures. It will be used for new and high-technological solutions to improve pedestrian accommodations such as overhead crosswalk illumination and high-visibility crosswalk paint.	N	Y	Safety improvement program		FY10-19 Draft Program
	X29		Physical Plant	This program will provide for major repairs, rehabilitation, and replacement of Department 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.	N	Y	Activities which do not involve or lead directly to construction		FY10-19 Draft Program
	X30		Planning and Research, Federal-Aid	The Department will 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.	N	Y	Planning and technical studies		FY10-19 Draft Program
	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 intermodalism, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.	N	Y	Planning and technical studies		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	X135		Pre-Apprenticeship Training Program for Minorities and Females	This program will provide funding for a pre-apprenticeship program to train minorities and females to qualify for entry into union apprenticeship programs and employment on NJDOT construction projects.	N	Y	Planning and technical studies		FY10-19 Draft Program
	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.	N	Y	Planning and technical studies		FY10-19 Draft Program
	X32		Project Development, Feasibility Assessment	This program will provide funding for feasibility assessment work on various identified needs on the state transportation system. Functions to be performed include, but are not limited to, determination of whether the concept submitted with a Problem Statement can feasibly evolve into a project in light of environmental and community constraints and issues. Feasibility assessment can also include environmental analysis to determine the environmental constraints in a project area, and community involvement work.	N	Y	Planning and technical studies		FY10-19 Draft Program
	99321	N/A	Project Development, PD	Preliminary design (PD) work on projects which have satisfactorily completed the feasibility assessment phase. Projects eligible to be funded under this line item are listed in the approved Project Development Work Program and Study and Development Program.	N	Y	Planning and technical studies		FY10-19 Draft Program
	05341		Project Enhancements	This project will provide funding for new methodology for the advancement of the Capital Program due to changes in policy and procedures. This program will provide enhanced data accumulation and advanced dissemination capabilities for senior management.	N	Y	Planning and technical studies		FY10-19 Draft Program
	09317		Radio Communication System Replacement	Replacement of current low band and 800 Mhz radio systems with new 200 Mhz system being used by NJTPK, being partnered with them to include NJDOT. NJDOT will share radio towers and pay for 3300 new radios and hardware/software for new system implementation.	N	Y	Activities which do not involve or lead directly to construction		FY10-19 Draft Program
	X35A1	N/A	Rail-Highway Grade Crossing Program, Federal	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	N	Y	Railway/highway crossing warning devices; hazard elimination program		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.					
	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. 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 a DOT 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.	N	Y	Hazard elimination program; railroad/highway crossing warning devices		FY10-19 Draft Program
	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.	N	Y	Planning and technical studies; transportation enhancement activities; bicycle and pedestrian facilities		FY10-19 Draft Program
	X144		Regional Action Program	This is a program of low-cost, quick-turnaround capital improvements to be accomplished under the management of the NJDOT Office of Landscape Architecture. Also included is funding for small-scale landscape contracts to minimize adverse effects of a highway where engineering solutions are prohibitive.	N	Y	Plantings, landscaping, etc		FY10-19 Draft Program
	X03A	N/A	Restriping Program & Line Reflectivity Management Program	Program administered by NJDOT will provide for the application of long-life pavement markings and raised pavement markers on the state highway system. In addition, a new Line Reflectivity Management Unit will be formed within Maintenance Engineering, Operations, to take reflectivity readings of pavement markings in order to more	N	Y	Pavement marking demonstration		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				efficiently develop the annual striping program for NJDOT. All equipment purchases will be funded by the NJDOT Equipment Line Item.					
	X03E		Resurfacing Program	This is a comprehensive program of providing renewed riding surfaces to state highways to prolong the life of the pavement and provide a smoother ride for users of the system. The resurfacing program is a key component of 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 Department's pavement management system. The program consists primarily of the 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 on the state highway and acquisition of essential equipment and materials.	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	99327A		Resurfacing, Federal	This program provides for the development of the design documents for pavement resurfacing. This line item will be utilized to provide engineering needed to prepare contract documents to advertise resurfacing projects. Project lists will be developed by using the Pavement Management System and visual inspection of the roadway segments in need of repair.	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	05339		Right of Way Database/ Document Management System	This program will provide funding to update the existing Access database with a system that is approved and supported by the Division of Information Technology. This "next generation" system will have scheduling, document production, management control, GIS and extensive reporting capabilities. All information of the proposed system has been presented to Information Technology and has the advocacy of CPM's senior management as well as the Department's Office of the Inspector General.	N	Y	Planning and technical studies		FY10-19 Draft Program
	05340		Right of Way Full-Service Consultant Term Agreements	This program will allow for the increased utilization of full service right of way consultant firms, to address peak workload demands in the right of way component of the capital program delivery process. Recommended are six statewide term agreements, each for a three-year period in amounts not to exceed \$3,000,000. The agreements will be established based on initial binding amounts of \$10,000,	N	Y	Planning and technical studies		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				with the funding of individual task order assignments referenced to project specific state and federal right of way accounts.					
	X152		Rockfall Mitigation	This program will provide for the engineering and construction of projects to reduce the potential of rockfalls onto highways, creating safety problems which could potentially cause personal injury or property damage. This program will also be utilized to update and maintain the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. It is anticipated that these activities will be performed utilizing both in-house and consultant engineering forces.	N	Y	Safety improvement program		FY10-19 Draft Program
	04364		Rutgers Transportation Safety Resource Center	This program includes reducing traffic-related fatalities, injuries and crashes by providing traffic and safety engineering services, training activities, and traffic records database support. The center will also provide support to other established programs such as safety conscious planning (SCP), Police Technical Assistance Program (PTAP), Comprehensive Strategic Highway Safety Plan (CSHSP), Senior Safety and the Safety Management Task Force (SMTF).	N	Y	Planning and technical studies		FY10-19 Draft Program
	04313		Safe Corridors Program	This program will provide for the identification and implementation of safety improvements along the Safe Corridor locations as outlined in the Safety First Initiative. These include portions of Routes 1, 9, 22, 40, 46, 47, 73 and 206. 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, corner modifications and innovative technology, i.e. pedestrian/bicycle detectors, etc.	N	Y	Safety improvement program		FY10-19 Draft Program
	99358		Safe Routes to School Program	This program will address locally initiated pedestrian access and safety projects which will provide safe access to schools. Under the Federal SAFETEA-LU legislation, funding has been provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator.	N	Y	Safety improvement program		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	06402		Safe Streets to Transit Program	This program will identify areas around train stations or bus stops and identify the risks based on crash history and exposure. Once the areas are identified, this program will develop multi-modal improvement plans to address the issues.	N	Y	Safety improvement program		FY10-19 Draft Program
	X68		Safety Management System	This program will provide for the development and improvement of the New Jersey Safety Management System, which includes a computerized system of analyzing accident data for state highways to identify potential locations for safety improvements, as required by federal law. Also included is individual field investigation of potential safety improvements to respond to concerns raised by the public on state, county, and municipal roadways. Maintenance Safety Enhancement Program: To coach workers regarding maintenance work zone safety and familiarize them with NJDOT Work Zone Safety Set-Up Guide, emphasizing safety of the motoring public and the workforce. To develop and implement a Work Zone Safety Program that will improve work zone safety at road maintenance and utility sites. To establish uniform standards for all regions, permitted utility companies and other entities that perform maintenance/survey/inspection work on the state highway system. Standardize and insure compliance with NJDOT Work Zone Safety Set-Up Guide. Identify critical training needs and deliver education of work zone safety. Explore new ways to enhance information dissemination relative to work zone safety. To prevent hazardous conditions caused by roadway equipment by improving safety relative to equipment/vehicles used on maintenance projects. To provide a statewide safety contract for work zone safety deployment on maintenance, survey, utility and engineering inspection projects.	N	Y	Planning and technical studies		FY10-19 Draft Program
	97045	CR658	Salem – Hancock’s Bridge Road Phase I	This project will provide for pavement resurfacing and/or rehabilitation, guiderails, crash cushions, and landscaping from NJ 49 to Hagersville Road (CR 637).	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	98330	CR658	Salem – Hancock’s Bridge Road Phase II	This project will provide for pavement resurfacing and/or rehabilitation, guiderails, crash cushions, and landscaping from Hagersville Road (CR 637) to Fort Elfsborg Road (CR 624).	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	09337	CR658	Salem – Hancock’s Bridge Road Phase III	This project will provide for pavement resurfacing and/or rehabilitation, guiderails, crash cushions, and landscaping from Fort Elfsborg Road (CR 624) to Hancock’s Bridge.	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	S0009	CR 625	Sea Isle Boulevard Section II, Garden State Parkway to Ludlams Thorofare	Project will provide for raising Sea Isle Boulevard above the 100-year flood line, replacing or rehabilitating stormwater culverts and replacing long timber bulkhead to improve the accessibility to Sea Isle City during storm and tidal events	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	S0703	CR 552	Sherman Avenue at the Boulevards	This project will raise approach roads to the railroad crossing, provide drainage, grade crossing, signalization, paving, and striping	N	Y	Intersection signalization project at individual intersection		FY10-19 Draft Program
	X239		Sign Structure Inspection Program	This program will provide for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. There have been several near failures of these structures. This program will also provide for the inspection of approximately 200 high mast light pole structures on state roadways. There have been several failures of these structures in other states.	N	Y	Directional and informational signs		FY10-19 Draft Program
	X239A		Sign Structure Rehabilitation Program	This program will provide for the rehabilitation of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. A number of existing signs have been found to have fatigue cracking that necessitates remedial action. Since the Sign Structure Inspection Program is approximately 20% complete, it is anticipated that additional cracking of sign structures will be discovered as that program progresses.	N	Y	Directional and informational signs		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	X239A4		Sign Structure Replacement Contract 2007-1	This project will provide for the repair/replacement of sign structures located on state highways in the central and northern part of the state. This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed is anticipated to be \$11.95 million.	N	Y	Directional and informational signs		FY10-19 Draft Program
	X39		Signs Program, Statewide	This program will provide for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.	N	Y	Directional and informational signs		FY10-19 Draft Program
	S044		SJTPO, Future Projects	Program will provide funding for local projects to be selected by the SJTPO, the designated Metropolitan Planning Organization for Salem, Cumberland, Cape May and Atlantic counties	N	Y	Pavement resurfacing and/or rehabilitation; planning and technical studies		FY10-19 Draft Program
	X186A		Smart Growth Initiatives	In support of the State's Smart Growth policies, this program will provide assistance to counties and/or municipalities, as well as provide funding for Public/Private Partnerships.	N	Y	Planning and technical studies		FY10-19 Draft Program
X	S0904	CR 559	Somers Point – Mays Landing Road Resurfacing	Resurfacing from US 9 to Bridge Eh – 21 in the City of Somers Point and Egg Harbor Township, Atlantic County	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
X	09361		South Inlet Transportation Improvement Project	The Casino Reinvestment Development Authority (CRDA) has identified certain road improvements to be performed in Atlantic City on certain feeder roads that will maintain, operate and support Atlantic City Expressway projects of the South Jersey Transportation Authority, including on Melrose Ave. between Delaware and Connecticut Aves, on Connecticut Ave. from Melrose to Oriental Aves, and on Massachusetts Ave. and various other intersection and capital improvements in connection with this project. NJDOT has agreed to provide one-third of the eligible costs, plus the additional needed to finance bonds. \$1.25M TTF funding will be provided to SJTA by NJDOT annually for 20 years for this purpose, except for the first year which will be \$1.25M LAIF. SJTA will issue debt based on NJDOT's funding guarantee and provide the funding to CRDA."	N	N		2017	FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	X150		State Police Enforcement and Safety Services	This program will provide reimbursement for State Police equipment, facilities, and services for enforcement of safety rules and traffic control in construction work zones, including Operations capital projects.	N	Y	Safety improvement program		FY10-19 Draft Program
	04312		State Police Safety Patrols	This program will provide funding for additional state police presence on state highways to reduce accidents and fatalities and document the impacts of additional enforcement on overall highway safety and compliance with traffic laws.	N	Y	Safety improvement program		FY10-19 Draft Program
	X230		Statewide Incident Management Program	This statewide program is aimed at reducing delays due to transportation incidents. This program will provide funding for the following: equip and train a NJDOT Incident Response Team; train county and local emergency responders on methods to reduce traffic delays caused by incidents; develop, print and distribute diversion route manuals; develop partnerships with local and state law enforcement organizations; and maintain a State Police Traffic Incident Management Unit.	N	Y	Safety improvement program		FY10-19 Draft Program
	06324		Statewide Traffic Management/ Information Program	This program provides for the creation and operation of a 24-hour operation center jointly staffed by NJDOT, NJ Turnpike Authority – Turnpike Operations, NJ Turnpike Authority – Parkway Operations, NJ State Police and other agencies. STMC will serve three primary functions: TOC for the northern half of the state, night/weekend operation for the entire state and finally, the coordinator of any major traffic event which could impact any of the toll roads. This project also provides for statewide contracts to maintain and operate ITS facilities and programs such as 511 and TRANSCOM.	N	Y	Planning and technical studies		FY10-19 Draft Program
	S0808		Tilton Road, Delilah Road to mp 10.0, Resurfacing (CR 563)	Resurfacing of Tilton Road (CR 563), from Delilah Road to mp 10.0 in Egg Harbor Twp., Atlantic Co.	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	X66		Traffic Monitoring Systems	This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and	N	Y	Planning and technical studies		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				restoration of weigh-in-motion (WIM) and continuous traffic counting installations; and acquisition of equipment to upgrade existing stations and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring System and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams and production of the CD-ROM, and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; and to initiate/update a Roadway Digital Imaging program. Funds are also used to construct, upgrade and renew weight-in-motion stations as directed by the Commissioner to monitor, for five years, changes in truck travel patterns that result from new large truck regulations that took effect in April 2007.					
	X82		Traffic Operations Center (South)	Program will provide for the development and implementation of state-of-the-art traffic management techniques including maintaining a traffic operations center; incident management and construction traffic mitigation; highway advisory radio; operation and maintenance of computerized traffic signal, traffic surveillance, motorist information systems; minor ITS installations; TOC operation for Route 29 tunnel; operation of the DOT Emergency Call Center (CDU); and other techniques.	N	Y	Traffic control devices and operating assistance other than signalization projects		FY10-19 Draft Program
	X47		Traffic Signal Replacement	This program will provide for the purchase of materials and installation of new and upgraded traffic signals statewide and related improvements to the operation of signals. This program will provide for the replacement of traffic signals on an annual basis and assist regional operations in the rehabilitation and maintenance of our highway lighting system. It also includes the replacement of energy efficient LED indicators (STATE). Through a newly developed traffic signal management system (currently under development) that will provide a condition rating of the signal equipment integrated with crash data and congestion management system data, this program will prioritize the signals for replacement based on the above data. The results of the priority locations will be to systematically replace aging	N	Y	Traffic control devices and operating assistance other than signalization projects		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				signal equipment, optimize the operation of the signal, and provide maximum efficiency of the intersection (HSIP).					
	04320		Traffic Signal Timing and Optimization	This program will provide for a comprehensive program to develop optimized traffic signal timings for state highways. The program will include development and implementation of new traffic signal timings and re-timings of existing installations using modern, computerized modeling and simulation techniques for development of such timings.	N	Y	Planning and technical studies		FY10-19 Draft Program
	X244		Training and Employee Development	This program will provide for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the capital program.	N	Y	Planning and technical studies		FY10-19 Draft Program
	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.	N	Y	Transportation enhancements activities; bicycle and pedestrian facilities		FY10-19 Draft Program
	02393		Transportation and Community System Preservation Program	The Federal Government has allocated funds for various projects under the Transportation and Community System Preservation Program. The funding for these projects are earmarked via various Federal appropriations acts.	N	Y	Transportation enhancements activities; bicycle and pedestrian facilities		FY10-19 Draft Program
	X43		Transportation Demand management Program Support	At the discretion of the Department, and as resources allow, this program would include funding for county-supported TMA Feasibility Studies; and TDM projects or pilot programs in areas of New Jersey not served by Transportation Management Associations (TMAs).	N	Y	Planning and technical studies		FY10-19 Draft Program
	X107		Transportation Enhancements	This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements.	N	Y	Transportation enhancements activities		FY10-19 Draft Program
	98516		Tuckahoe Road NJT Bridge - Cape May Branch Rail Line, CR 557	This project will provide for an at-grade crossing on essentially the same alignment. The existing structure has two 12 foot travel lanes with three-foot shoulders and will be demolished. This project will be bicycle compatible.	N	Y	Reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	X11		Unanticipated Design, Right of Way and Construction Expenses, State	This program will provide 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 FHWA, settlement of project accounting discrepancies with FHWA, and minor work identified during the year.	N	Y	Activities which do not involve or directly lead to construction		FY10-19 Draft Program
	X101		Underground Exploration for Utility Facilities	This program provides funding for the use of subsurface testing to accurately locate and identify underground utilities for the purpose of mitigating design and construction problems caused by conflicts with utility locations.	N	Y	Activities which do not involve or directly lead to construction		FY10-19 Draft Program
	X126		University Transportation Research Technology	This program will provide funding for consultant and university research centers and programs providing support for New Jersey transportation research needs, including the multistate University Transportation Research Center/ Research Foundation, NJIT, the national Center for Transportation and Industrial Productivity at NJIT, the LTAP center at Rutgers, the Center for Advanced Infrastructure and Transportation at Rutgers, Rowan University, the College of New Jersey and Stevens Institute of Technology. This program will also provide funding for policy research activities.	N	Y	Planning and technical studies		FY10-19 Draft Program
	X182		Utility Reconnaissance and Relocation	This program will provide reimbursement for design and construction costs for utility companies required to relocate facilities due to transportation improvement projects.	N	Y	Activities which do not involve or directly lead to construction		FY10-19 Draft Program
	X199		Youth Employment and TRAC Programs	This is a federal grant program that provides employment and training opportunities to at-risk youths in New Jersey, especially those in urban areas.	N	Y	Activities which do not involve or directly lead to construction		FY10-19 Draft Program
X	04325		US 9, Beasley's Point Bridge	This project will provide for the rehabilitation of the existing structure.	N	Y	Reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	95043	US 9, CR 647 & CR 626	Bennett's Crossing Intersection Improvements	Project will eliminate the existing intersection of Rt. 9 and Bennett's Crossing Road with a new intersection at the proposed Tabernacle Road (CR 647) extension. The project will replace the at-grade railroad crossing currently existing at Bennett's Crossing Road with a new at-grade crossing on an extension of Tabernacle Road from Seashore Drive (CR 626) to Route 9	N	Y	Railroad/highway crossing warning devices; Intersection signalization projects at individual intersections		FY10-19 Draft Program
	9351	US 9 & CR 613	Breakwater Road Extension	Improvements include the extension of Breakwater Road from Seashore Road to Route 9. The existing traffic signal at the intersection of Breakwater Road and Seashore Road will be improved to accommodate the new road, etc.	N	N		2017	FY10-19 Draft Program
	S0103A	US 9	Northfield Sidewalk Replacement Ph II	Project will provide new sidewalks, curbs, curb cuts and where appropriate crosswalks	N	Y	Bicycle and pedestrian facilities		FY10-19 Draft Program
	04317	US 30	Route 30, 5 th to 8 th terrace East, Drainage Improvements	This project will provide for the construction of a split pipe system (one along the southbound lane and one along the northbound lane). The proposed discharge point is downstream of the municipal crossing. Oil/grit separators will provide treatment of the stormwater.	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	06370	US 30	Route 30, Absecon Boulevard over Beach Thorofare	An immediate design and construction contract is required to repair and slow the rate of deterioration to this structure. Several elements of this bridge exhibit severe deterioration, and if no significant repairs are initiated, the useful service life of this structure will be compromised. Since the complete replacement of this structure is considered unfundable, rehabilitation is recommended. The design may result in more than one construction contract.	N	Y	Reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	09311	US 30	Route 30 Pavement Rehabilitation, Atlantic County	This pavement rehabilitation Pipeline 3 project was identified as Rank #10 in the Pavement Management System. Priority #10 in the PMS Maintenance Resurfacing List.	N	Y	Pavement resurfacing and/or rehabilitation		FY10-19 Draft Program
	96022	US 30 and CR 575	Route 30, Pomona Road (CR 575)	This project will extend from Genoa Road to 1600 feet east of the intersection with Pomona Road, and on Pomona Road beginning 25 feet north of the existing NJ TRANSIT rail line to the vicinity of Father Keis Drive. Improvements will consist of widening on Route 30 eastbound and westbound to accommodate left-turn lanes, shoulders and border areas on both approaches to Pomona Road. Pomona Road will be widened to accommodate shared left-turn and through lanes, shoulders and border areas on both approaches to Route 30. All lane widths will be 12 feet and shoulders will be 10 feet on Route 30 and six feet on Pomona Road. A four-foot concrete mountable curb median will be provided for the purpose of controlling access in the vicinity of the intersection. Fire engine access to Pomona Volunteer Fire Company will be provided via a break in the median. Signalization and pedestrian crossing improvements will be included for both Route 30 and Pomona Road. Drainage improvements are included for both Route 30 and Pomona Road. This project will be designed to be bicycle/pedestrian compatible.	N	Y	Pavement resurfacing and/or rehabilitation; widening narrow pavements; bicycle and pedestrian facilities; adding medians; intersection channelization projects		FY10-19 Draft Program
X	02310	NJ 48	Route 48, Layton Lake Dam	This project will provide for the proposed improvements to this dam which is identified as a Class 2 rating. The existing spillway is not adequate to pass the design flood without overtopping of the dam.	N	Y	Hazard elimination program		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	95017		Route 49, Buckshutem Road, Intersection Improvements (CR 670)	The existing geometric layout is a six-legged, unsignalized intersection separated by grass and concrete medians. Existing geometry contributes to driver confusion upon entering the intersection. Median openings and unclear signing make turning maneuvers from minor street approaches difficult and confusing. In addition to geometric deficiencies, the existing Route 49, Buckshutem Road intersection also experiences operational and safety deficiencies. The proposed alternative improves the existing alignment of Route 49 and creates a new, signalized intersection. The signal will be located at the intersection of Route 49, Manheim Avenue and the realigned Buckshutem Road. Florida Avenue is realigned to intersect with the Buckshutem Road Connector at a slight right angle. North Elm Street will not have direct access to Route 49. A short connection from East Commerce Street to Route 49 will be provided, forming an unsignalized "T" intersection with Route 49. Only right in/right out turning movements will be permitted at this new intersection. Minor changes to the intersection of Route 49 and East Avenue are also proposed to alleviate problems for turning vehicles.	N	Y	Intersection reconfiguration project		FY10-19 Draft Program
	2149H	NJ 49 & NJ 55	Interchange Improvements at Rt. 55	This project will provide for the lengthening of the Rt. 55 SB off-ramp to Rt. 49 as well as additional left-turn lanes and widening of Rt. 49 to accommodate an additional auxiliary lane for approximately one-half mile	N	Y	Intersection reconfiguration project		FY10-19 Draft Program
	242	NJ 50 and NJ 49	Tuckahoe River Bridge (2E 3B)	The replacement will be a fixed structure on the same alignment. The new structure will have two 12-foot travel lanes and 6-foot shoulders, as well as a six-foot sidewalk on the NB side of the bridge. Additional roadway improvements will include signaling the Rt. 50 and Rt. 49 intersection as well as providing a 15-foot through lane and 12-foot left turn lane NB and a 12-foot through lane and a 15-foot right-turn lane SB	N	Y	Reconstructing bridges (no additional travel lanes) and intersection signalization projects at individual intersections		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	244A	NJ 52	Causeway replacement and Somers Point Circle Elimination Contract B	This project will provide for the replacement of two movable bridges located closest to Somers Point and Ocean City at Ship Channel and Broad Thorofare with high-level fixed span structures. In addition, this project will replace the Somers Point Circle with a signalized intersection with widening of Route 52 adjacent to the circle as well as extensive context sensitive design elements to the Route 9 intersection.	N	N		2017	FY10-19 Draft Program
	244	NJ 52	Causeway Replacement Contract A	This project will provide for the replacement of 1.2 miles of the interior portion of the existing Rt. 52 Causeway between Elbow Island and Visitor Center Island in both directions. The bridges being replaced in this contract are Elbow Thorofare and Rainbow Thorofare. In addition, access ramps will be constructed down onto Rainbow Island in both directions for fishing and recreational access.	N	Y	Reconstructing bridges (no additional travel lanes) and Bicycle and Pedestrian Facilities		FY10-19 Draft Program
	01339	Rt. 54	Rt. 54, Rt. 322 to Cape May Branch Bridge	Rehabilitation of the Rt. 54 structure over Rt. 322. The bridge over the Cape May Point Branch will be replaced. A third structure over Route 322 will be rehabilitated	N	Y	Reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
	93216	US 130	Route 130, Hollywood Avenue (CR 618)	Safety and operational improvements to address problems caused by the severe acute angle of the intersection. A horizontal curve also causes sight distance problems for Rt. 130 northbound traffic. Local business driveways are believed to contribute to accidents. Scope of project to be determined.	N	Y	Safety improvement program, Increasing sight distance.		FY10-19 Draft Program
	06414	I-295	Route 295 NB, So. of Route 130 to South of Pedricktown-Woodstown Road, Resurfacing	It is proposed to mill and resurface the entire roadway. Deteriorated curb to curb with existing low reveal will be reconstructed. No utility work is anticipated. Only resurfacing and incidentals required to facilitate the resurfacing as outlined in the scope of work for 3R projects will be done.	N	Y	Pavement Resurfacing and/or Rehabilitation		FY10-19 Draft Program
X	03304C	US 322	Route 322, Big Ditch Bridge Replacement	This project will replace bridge #0119-156 over Big Ditch	N	Y	Reconstructing bridges (no additional travel lanes)		FY10-19 Draft Program
X	06405	US 322	Route 322, Woodland Drive/Wal-Mart	A Problem Statement has been received which indicates there is a stop controlled intersection in front of the Woodlands Condominiums and the entrance to the Wal-Mart	N	Y	Safety improvement program		FY10-19 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
			Intersection, Pedestrian Improvements	Shopping Center. The intersection provides two center turn lanes, separated from the mainline of Route 322 by concrete channelization, allowing left turns into the two developments and U-turns from both directions. Pedestrian fencing is located in this area; however, the running lanes provide gaps, allowing pedestrians to cross Route 322. Warning signs direct pedestrians to the Leipzig Avenue intersection located 1300 feet to the east; however, it is approximately a five minute walk to that intersection. In the past six years, 16 pedestrian crashes have been reported between the Woodland Condominiums and McKee Avenue.					
	63520 SJTA31	Atlantic City Exp'wy	Third Lane Widening	Provide a third lane on the AC Expressway Westbound from Milepost 7 to Milepost 31	Y	N		2017	SJTA
X	SJTA32	Atlantic City Exp'wy	Mississippi Avenue Widening	Construction to widen Mississippi Avenue in Atlantic City from Atlantic Avenue to Arctic Avenue. The widening will provide one travel lane eastbound and one travel lane westbound. Current configuration has only a single one way lane westbound.	Y	N		2017	SJTA
	63016	NJ 50	AC Expressway: Exit 17	Provide a full interchange at Route 50 to accommodate recent growth in the Egg Harbor City/Mays Landing area	Y	N		2017	SJTA
X			Garden State Parkway Interchange 30 – 80 Widening	One additional lane in each direction between Interchange 30 and 80	Y	N		2017	NJTA
X			Parkway Mullica River Bridge	This project provides for the design and construction phases of improvements at the Parkway crossing of the Mullica River. The primary work includes the construction of a new parallel bridge and bridge redecking, structural repairs and seismic retrofit on the existing bridge, Structure No. 49.0.	Y	N		2017	NJTA
X			Parkway Interchange 41 Improvements	Presently local traffic accesses the Garden State Parkway through a service road to the Atlantic City Service Area from Jimmie Leeds Road. This project will provide two additional ramps to allow access to Jimmie Leeds Road to and from the south.	Y	N		2017	NJTA

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
X			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 with toll plazas to allow access to and from the south.	Y	N		2017	NJTA
X			Turnpike / Parkway Southern Improvements	This project will provide miscellaneous improvements to mainline and Interchanges located in the southern portion of the Garden State Parkway between MP 0 and MP 48, including a new northbound off-ramp and new southbound on – ramp at Interchange 17	Y	N			NJTA
	T70		ADA – Equipment	Funding is provided for the purchase of Access Link vans and/or small buses to serve people with disabilities.	N	Y	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.		NJ Transit
	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.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes).		NJ Transit
	T32		Building Capital Leases	Funding is provided for capital improvements and lease payment obligations at NJ TRANSIT operating and office installations.	N	Y	Specific activities which do not involve or lead directly to construction.		NJ Transit
	T11		Bus Acquisition Program	This program provides funds for replacement of transit, commuter, 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.	N	Y	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.		NJ Transit

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T93		Bus Maintenance Facilities	This program provides funds for bus maintenance facilities systemwide.	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).		NJ Transit
	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.	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).		NJ Transit
	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 in midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls.	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).		NJ Transit
	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.	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).		NJ Transit
	T68		Capital Program Implementation	Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.	N	Y	Planning and technical studies.		NJ Transit

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T515		Casino Revenue Fund	State law provides 7.5% 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.	N	Y	Operating assistance to transit agencies.		NJ Transit
	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.	N	Y	Planning and technical studies.		NJ Transit
	T170		Cumberland County Bus Program	This program provides funds for capital and operating assistance for Cumberland County UZA, including purchase of buses, minivans, support equipment, facility improvements and capital maintenance costs.	N	Y	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.		NJ Transit
	T16		Environmental Compliance	Funding is provided for compliance with environmental regulations at both bus and rail facilities includes but 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.	N	Y	Planning and technical studies.		NJ Transit
	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.	N	Y	Planning and technical studies.		NJ Transit
	T199		Job Access and Reverse Commute Program	The Job Access and Reverse Commute Program, funded through the Transportation Equity Act for the 21 st Century (TEA-21), is intended to support transportation services to connect welfare recipients and other transit dependents to jobs and related employment activities. JARC program funds are matched with Local and/or TANF funds.	N	Y	Operating assistance to transit agencies.		NJ Transit

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	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.	N	Y	Rehabilitation of transit vehicles.		NJ Transit
	T501		Major Bridge Program	Funding is provided for the NJ TRANSIT Major Bridge Replacement and Rehabilitation program, including but not limited to rehabilitation/replacement at Raritan Valley Line bridges, Lower Hack Bridge Rehabilitation, and NEC Portal Bridge.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes).		NJ Transit
	T122		Miscellaneous	Funding is provided for the continuation of the mandated vital records program and other miscellaneous administration expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year.	N	Y	Planning and technical studies.		NJ Transit
	T552		New Freedom Program	This program provides funding to encourage services and facilities improvements to address the transportation needs of persons with disabilities that go beyond those required by the American with Disabilities Act. The program provides for associated capital and operating costs to help people with disabilities participate more fully in the workforce and in community life.	N	Y	Construction of small passenger shelters and information kiosks.		NJ Transit
	T55		Other Rail Station/Terminal Improvements	Funding is provided for the design, land acquisition and construction of various stations, 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.	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).		NJ Transit
	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.	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary		NJ Transit

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
							structures).		
	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.	N	Y	Rehabilitation of transit vehicles.		NJ Transit
	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.	N	Y	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.		NJ Transit
	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.	N	Y	Rehabilitation of transit vehicles.		NJ Transit
	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.	N	Y	Rehabilitation of transit vehicles.		NJ Transit
	T117		Rail Park and Ride	This program provides funding for land acquisition, design, and construction of parking improvement projects at various locations. Funding is also provided for related track, station and rail infrastructure work.	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).		NJ Transit

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T112		Rail Rolling Stock Procurement	This program provides funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace overaged 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.	N	Y	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.		NJ Transit
	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.	N	Y	Operating assistance to transit agencies.		NJ Transit
	T151		Section 5311 Program	This program provides funding for rural public transportation program.	N	Y	Operating assistance to transit agencies.		NJ Transit
	T508		Security Improvements	This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements.	N	Y	Operating assistance to transit agencies.		NJ Transit
	T50		Signals and Communication Electric Systems	This project provides funding for continued modernization/improvements to the signal and communications systems, including completion of systemwide installation of automatic train control (ATC) and Positive Train Stop (PTS), signal/communications 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.	N	Y	Construction or renovation of power, signal, and communications systems.		NJ Transit
	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	N	Y	Operating assistance to transit agencies.		NJ Transit

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				improve air quality and help reduce congestion.					
	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.	N	Y	Planning and technical studies.		NJ Transit
	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 Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.	N	Y	Construction or renovation of power, signal, and communications systems.		NJ Transit
	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. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to sue of Amtrak/Conrail facilities.	N	Y	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.		NJ Transit
	T210		Transit Enhancements	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.	N	Y	Construction of small passenger shelters and information kiosks.		NJ Transit

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T300		Transit Rail Initiatives	This program provides funding for transit expansion projects, including new fixed guideway, new station construction and rolling stock 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): Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); 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.	N	Y	Planning and technical studies.		NJ Transit

The following is a list of Corridor Improvements modeled in the State’s Long Range Transportation Plan submitted August 2007. These represent congested corridors in the horizon year of 2035 and the financially constrained mitigating improvements that should be done in these corridors. It is intended that these improvements will be modeled for this RTP conformity assessment.

Corridor	Lane-miles	Interchanges/Intersections
Route 55/47/347/657	42	16
40/322	30	18
TOTAL	72	34

Appendix B

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION Conformity Determination for New American Recovery and Reinvestment Act of 2009 (ARRA) Projects and Funding

(per Transportation Conformity Rule, 40 CFR Parts 51 and 93, Sec 93.126, Table 2)

DBNUM	PROJECT	DETERMINATION
244A	Rt. 52 Causeway Replacement and Somers Point Circle Elimination	Included in FY 2009 – 2012 TIP Conformity Determination
09311	Route 30 Pavement Rehabilitation, Atlantic County	Pavement resurfacing and/or rehabilitation
NEW	I-295, Corridor Bridge Painting	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
T70	ADA Equipment	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
T06	Bus Passenger Facilities/Park and Ride	Reconstruction or renovation of transit buildings and structures
T55	Other Rail Station/Terminal Improvements	Pennsauken Transfer Station (to connect ACRL and River Line) not in SJTPO region; and rehabilitation or reconstruction of track structures, track, and track bed in existing rights – of - way
T135	Preventive Maintenance - Bus	Rehabilitation of transit vehicles
T39	Preventive Maintenance - Rail	Rehabilitation of transit vehicles
T151	Section 5311 Program	Operating assistance to transit agencies
T42	Track Program	Rehabilitation or reconstruction of track structures, track, and track bed in existing rights – of - way
Var	SJTPO ARRA A-List	Pavement resurfacing and/or rehabilitation; traffic control devices and operating assistance other than signalization projects; widening narrow pavements or reconstructing bridges (no additional travel lanes)

March 6, 2009