

**SOUTH JERSEY TRANSPORTATION  
PLANNING ORGANIZATION**

**TRANSPORTATION  
IMPROVEMENT  
PROGRAM**

Fiscal Years 2010-2013



ATLANTIC CAPE MAY  
CUMBERLAND SALEM

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

RESOLUTION 0906-22: Adopting the SJTPO FY 2010-2013 Transportation Improvement Program

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

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

WHEREAS, the SJTPO FY 2010-2013 TIP was developed in accordance with the requirements of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU); and

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

WHEREAS, the TIP is consistent with the current conforming Plan; and

WHEREAS, the processes for interagency consultation and public involvement required by the Conformity Rule have been met; and

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

WHEREAS, no comments were received from the public, and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby determines that the SJTPO FY 2010-2013 Transportation Improvement Program conforms to the purposes of the State Implementation Plan and the Clean Air Act; and

BE IT FURTHER RESOLVED, that the Policy Board hereby adopts the FY 2010-2013 TIP.

### Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of June 22, 2009.

*Monica LoGuidice for*

Louis N. Magazzu, Secretary/Treasurer

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

RESOLUTION 0906-23: Self-Certifying the SJTPO Transportation Planning Process

WHEREAS, the Federal regulations pertaining to Metropolitan Transportation Planning, Part 450 of Title 23 Code of Federal Regulations, published in the Federal Register dated October 28, 1993, require Metropolitan Planning Organizations to annually certify to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) that their transportation planning process is being conducted in accordance with all applicable requirements; and

WHEREAS, the proposed revisions to these regulations published in the Federal Register dated May 25, 2000, add requirements which are included in the list below; and

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

WHEREAS, the SJTPO planning process is addressing the major issues facing the area; and

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

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303-5306, which require a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals;
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d)), and 40 CFR part 93, which require that implementation plans in metropolitan areas be in conformance with the requirements of the Clean Air Act Amendments;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1), 49 CFR part 21, and 23 CFR part 230, and the Title VI assurance executed by the State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38);
- (7) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender;

(9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 35 regarding discrimination against individuals with disabilities;

(10) The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities; and

(11) All other applicable provisions of Federal law.

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of June 22, 2009.

*Monica LoGuidice for*

Louis N. Magazzu, Secretary/Treasurer

# **SECTION I**

## **Introduction**

# INTRODUCTION

## A. THE MPO ROLE IN CAPITAL PROGRAMMING

Under federal law, transportation planning for urbanized areas is carried out through Metropolitan Planning Organizations (MPOs), which coordinate planning activities of participating agencies. They also provide a forum for cooperative decision-making among state and local agencies, public and private transit operators, and the public. In meeting federal requirements, MPOs maintain the eligibility of their member agencies for federal transportation funds for planning, capital improvements, and operations. Among the MPOs' foremost responsibilities is the adoption of the Transportation Improvement Program (TIP).

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

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

## B. SJTPO AS MPO

Effective July 1, 1993, the South Jersey Transportation Planning Organization (SJTPO) was designated the MPO for the southern New Jersey Counties of Atlantic, Cape May, Cumberland, and Salem. SJTPO replaced three small, existing MPOs and incorporated areas not previously served. The formation of SJTPO allowed for a stronger regional approach to solving transportation problems and brought new opportunities to southern New Jersey, in accordance with the intent of ISTEA.

SJTPO is governed by the Policy Board consisting of eleven voting members:

Eight elected officials: One from each of the counties - Atlantic, Cape May, Cumberland and Salem (4)  
Mayors of the City of Vineland and the City of Atlantic City (2)  
One from a municipality in Cape May County and Salem County (2)

Three representatives: New Jersey Department of Transportation (NJDOT) (1)  
New Jersey Transit (NJTRANSIT) (1)  
South Jersey Transportation Authority (SJTA) (1)

A thirteen member Technical Advisory Committee (TAC) provides input to the Policy Board. It consists of staff of each Policy Board member, as well as representatives of the New Jersey Turnpike Authority, and the Delaware River and Bay Authority.

### **C. THE FY 2010 - 2019 SJTPO TIP**

This TIP includes the State and local highway projects, regional highway programs, NJDOT Statewide programs, and NJ Transit programs. Over \$1.0 billion of Federal and State funding for fiscal years (FY) 2010-2019 is identified for transportation improvements within the four Counties. A section showing major authority projects is also included.

A revised TIP is produced each year. Of particular note in the TIP is the \$39.7 million allocated to SJTPO over the first four years for projects using federal Surface Transportation Program funds (labeled “STP-SJ” in the project listings). SJTPO’s member agencies became entitled to these funds by their agreement to work together through the formation of SJTPO.

A summary of TIP projects and programs are listed in the Project Summary. They serve as an index to the individual description pages in Sections II, III, IV, and V, which provide more detailed information for each project and program, and also illustrates locations, funding and program categories.

### **D. THE TRANSPORTATION PLANNING PROCESS**

The TIP links the transportation planning process to implementation. Central to this process is the Regional Transportation Plan (RTP), which provides a framework for guiding investment decisions over a 20-year period. It includes both long and short-range strategies and actions leading to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.

Under federal regulation, all projects in the TIP must be consistent with the RTP. In addition, projects that are regionally significant under the federal Air Quality Conformity Rule must be drawn from the RTP. SJTPO’s most recent 2025 Regional Transportation Plan was adopted in June 2001, amended in July 2002, and amended again in July 2003. A major update of the RTP was adopted in July 2008 by the SJTPO Policy Board.

As mentioned under sub-section A, SAFETEA-LU sets forth eight planning factors which each MPO RTP must recognize. These factors build on the seven issue areas contained in TEA-21, which carried over from the sixteen planning factors specified by ISTEA. These eight provisions listed in SAFETEA-LU are:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for all motorized and non-motorized users;
- 3) Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;
- 4) Increase accessibility and mobility of people and freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation; and
- 8) Emphasize the preservation of the existing transportation system.

#### **E. MANAGEMENT SYSTEMS**

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

SJTPO adopted its Fully Operational CMS Plan in November 1997 and amendments in March 1998. Specific procedures were adopted in January 1999. All projects in this TIP result from the CMS and its procedures.

In order to maintain this process into the new legislation, SAFETEA-LU requires operations and management strategies that improve the performance of existing facilities while relieving vehicular congestion and improving safety for people and freight.

#### **F. PROJECT DEVELOPMENT & PREPARATION**

Project development for implementation is a continuous and usually complex process. A major milestone in this process is when a project obtains a position in the TIP. Projects often must undergo an initial study and development process before they can be considered for inclusion in the TIP. Exceptions are those cases where a project is very simple (a *Programmatic Categorical Exclusion*) or listed only to draw on federal funds to support preliminary project development activities.

The study and development process is a central component of the *project pipeline*. It is intended to take initial unstructured proposals and transform them -- if they can meet a series of tests for merit -- into fully-defined projects that can be included in the TIP and ultimately put out for bid. This procedure is necessary because federal law requires a "fiscally constrained" TIP in which component projects do not exceed anticipated revenues.

Study & Development yields a feasible and appropriate project (or other solution) to address a transportation problem. It includes developing a preferred alternative, securing community support, obtaining approval of environmental agencies, and developing a specific scope of work for the project.

Highway projects normally start as problem statements that clearly identify specific problems, needs, or opportunities. Problem statements come from various sources, including elected officials, county and local planning agencies, NJDOT staff, users of the State's transportation system, SJTPO-funded studies, NJDOT's Capital Investment Strategy, corridor strategies developed through the planning process, and the Regional Transportation Plan.



Only a few of the many problem statements received can be worked on, so they are evaluated by both SJTPO and NJDOT. NJDOT's evaluation considers technical priority, planned intake levels for different kinds of projects, engineering judgment, and commitments to external stakeholders. Also, implementation of statewide policies, anticipated feasibility of a solution, anticipated environmental impact, and anticipated community support. SJTPO identifies regional priorities through a similar evaluation, with emphasis on consultation with its members.

NJDOT and SJTPO then negotiate which problem statements should undergo further development. Those selected for further work are assigned to the Study & Development Program. Because NJDOT typically accepts one new Study and Development entry every one or two years, opportunities for new projects on the State system are limited. Study and Development has three specific phases: concept development, feasibility assessment, and final scope development. The last two phases are collectively known as "scoping". The specific phases of work are further described in the Glossary in Section VIII. Projects that have substantially completed study and development become part of the project pool from which TIP projects are selected each year. The selection process is described in Section G.

## **G. TIP DEVELOPMENT**

The TIP is the product of nearly a year's work, with staff work by SJTPO, NJDOT, and NJ Transit. Initially, projects are tested for ability to be advanced for implementation within the year proposed and to verify scope and cost. All projects that pass the screening are placed in the project pool for further review and evaluation. The project pool is then analyzed by SJTPO, NJDOT, and NJ Transit to identify priorities.

SJTPO has a Project Selection Process and Ranking System that is used when needed to evaluate projects from a regional perspective. It sets criteria for scoring projects against seven major goals:

1. Support the regional economy.
2. Improve safety.
3. Reduce congestion and promote mobility.
4. Protect and improve the environment.
5. Preserve and maintain the existing transportation system.
6. Favor projects for more important facilities, services, and programs.
7. Favor cost-effective projects.

The project ranking system assigns a numeric point value to each potential project based on the degree to which it satisfies the various criteria. For example, under "Support the regional economy" goal, the criteria are: access to tourism destinations and/or recreational facilities; transportation and circulation important to the agricultural economy; serving an existing or planned employment center or industrial park; significant impact on economic growth and development, will help broaden the economy, or is important in maintaining current economic activity; importance to the movement of freight or commodities; and scope of economic activity supported.

A separate document is available on SJTPO's website [www.sjtpo.org](http://www.sjtpo.org) describing the entire Project Selection Process and Ranking System.

The resulting priorities become the basis for negotiating the TIP project portion to use available funds. However, other factors are also important, including geographic equity, staff resources, special purposes of funds, legal mandates, relationship between projects, and the need to coordinate the phasing of projects. To complete the TIP, Regional and Statewide highway programs are added, as well as transit programs and major authority projects.

## **H. FUNDING SOURCES**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are the major federal funding sources for projects in the TIP. In addition, the State of New Jersey provides funds through appropriations and through the Transportation Trust Fund that have been used to fund selected projects. Counties, municipalities, private developers, toll road authorities, and transit operators are also potential sources of project funding.

## **I. FINANCIAL PLAN**

Federal planning regulations require that the TIP contain a financial plan that demonstrates how the TIP will be implemented. It must indicate the resources from public and private sources that are reasonably expected to be made available and any recommendations for innovative financing techniques to fund needed projects and programs. In accordance with the requirements in the federal legislation, federal expenditures in the first four years of the TIP are strictly constrained to expect funding. In other words, *planned expenditures do not exceed projected revenues*.

The ten-year SJTPO TIP represents a joint commitment between NJDOT, NJ Transit, and SJTPO to provide funding for specifically identified projects and programs within the region, in addition to participation in the statewide programs. To comply with federal guidelines, it is based on an explicit set of statewide financial assumptions, which are set out in this section.

NJDOT develops an estimate of available state and federal revenues to support the state's transportation budget during the ten fiscal years from FY 2010 through FY 2019. (For planning purposes, state revenues are estimated on the basis of state fiscal years, which begin July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin October 1.) This amount constitutes the funding expected to be available to support the whole FY 2010-2019 Statewide Transportation Improvement Program. With two notable exceptions, federal and state funds are not "allocated" to - that is, required to be spent within the boundaries of - the state's three MPOs. The first exception is STP funds, some of which are required under a formula in SAFETEA-LU to be allocated to MPOs. The second exception is Trust Fund state aid funds, which are allocated on a county-by-county basis under statutory and regulatory formula.

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

## **J. FINANCING TRANSITION PROJECTS**

*Transition projects* are projects which are programmed for implementation in the previous TIP that are not actually available for implementation until after October 1, 2009 when this FY 2010-2019 TIP takes effect. This could be for either scheduling or obligation authority limitation reasons.

To provide a smooth transition between one TIP period and the next, New Jersey's MPOs and appropriate state and federal agencies have agreed that the first 60 days after approval of the FY 2010-2019 State TIP will be considered a transition period, in which projects included in the FY 2009-2018 State TIP will be considered eligible for federal funding actions, even though they are not included in the FY 2010-2019 State TIP. The list of potential transition projects for SJTPO appears in Section VII.

## **K. AIR QUALITY CONFORMITY**

Once a proposed TIP has been compiled, it is reviewed for its effect on air quality. Under the regulations implementing the CAAA, areas with a Regional Transportation Plan (RTP) that conforms with the CAAA may base a finding of conformity for a TIP on the consistency of the TIP with the RTP, rather than on a new emissions analysis. The conformity finding for this TIP is summarized in Appendix A.

## **L. PUBLIC PARTICIPATION**

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

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

## **M. THE APPROVED TIP**

After the TIP and its air quality conformity finding are adopted by the SJTPO Policy Board and the TIP is formally approved by the State, the conformity finding is subject to review by the U.S. Environmental Protection Agency. The TIP is then incorporated without modification into the final State Transportation Improvement Program. Finally, both Federal Highway and Federal Transit Administrations must concur with the conformity finding and approve the TIP and the State TIP as to process.

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

**N. AMENDMENTS AND MODIFICATIONS**

The FY 2010 element of the TIP represents an estimate of the projects that are planned for advancement during the program year. Nevertheless, project revisions may be needed during the course of the year that requires SJTPO, NJDOT, or NJ Transit to take action in modifying or amending the TIP. Such revisions must maintain fiscal constraint, the project selection process, air quality conformity, and appropriate public involvement.

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

**O. MAJOR PROJECTS IMPLEMENTED FROM THE FY 2008-2011 TIP**

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

<b>DBNUM</b>	<b>County</b>	<b>Project</b>	<b>Status</b>
<b>98323</b>	<b>Atlantic</b>	<b>Delilah Rd. Bridges over Rt. 30 and Water Mains</b>	<b>Project will be completed by May 31, 2009</b>

**P. ADVANCE CONSTRUCTION PROJECTS**

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

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

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

# **SECTION II**

## **Highway Projects**

**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      *Project Name***

**S9820    950749** Airport Circle Elimination, CR 563, 646

*Intersection, operational, and safety improvements at the intersection of Tilton Road (CR 563) and Delilah Road (CR 646) will include elimination of the circle, signalization, and geometric improvements.*

*The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2005 High Priority \$800,000 available over a five-year period, ID #NJ-149.*

**Program Category**                      **SPONSOR**                                      **COUNTY**                                      **MUNICIPALITY**  
Local Aid                                      Atlantic County                                      Atlantic                                      Egg Harbor Twp.  
(figures are in millions)

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	ERC	HPP20	\$0.76									

**DBNUM/UPC      *Project Name***

**S0706    078026** Almond Road (CR 540), Centerton Road to the Maurice River, Resurfacing

*This project will provide for the resurfacing and rehabilitation of Almond Road (CR 540) from Centerton Road (CR 553) to the Maurice River. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108.*

**Program Category**                      **SPONSOR**                                      **COUNTY**                                      **MUNICIPALITY**  
Local Aid                                      Salem County                                      Salem                                      Pittsgrove Twp.  
(figures are in millions)

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	STP-SJ		\$1.47								









**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      *Project Name***

**S0610      068074** Commissioners Pike (CR 581), Woodstown-Daretown Road to Route 40, Phase IV

*This project will provide for the resurfacing of approximately 1.35 miles of Commissioners Pike. The project may also include replacement of cross drains and the installation of guide rail as necessary.*

<b>Program Category</b>	<b>SPONSOR</b>	<b>COUNTY</b>	<b>MUNICIPALITY</b>
Local Aid (figures are in millions)	Salem County	Salem	Pilesgrove Twp. Upper Pittsgrove T

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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1019	SJTPO	CON	STP-SJ				\$1.00						
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**DBNUM/UPC      *Project Name***

**S0506      058036** Commissioners Pike, Phase III, Woodstown Road to Watson Mill Road, CR 581

*This project will provide for the 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.*

<b>Program Category</b>	<b>SPONSOR</b>	<b>COUNTY</b>	<b>MUNICIPALITY</b>
Local Aid (figures are in millions)	Salem County	Salem	Alloway Twp.

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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1019	SJTPO	CON	STP-SJ				\$1.40						
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**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      *Project Name***

**98543      985430** Garden State Parkway Interchange Improvements in Cape May

*This project will address grade-separated interchanges at Shell Bay Avenue, Stone Harbor Boulevard, and Crest Haven Road.*

*The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$5,125,498, (ID #NJ 026); SAFETEA-LU High Priority \$32,000,000, (ID# NJ 136), (available 20% per year).*

*This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c. 108. Total construction funding needed is expected to be \$76,224,000.*

<b>Program Category</b>	<b>SPONSOR</b>	<b>COUNTY</b>	<b>MUNICIPALITY</b>
Congestion Relief (figures are in millions)	NJ Turnpike Authority	Cape May	Lower Twp. Middle Twp.

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	HPP20			\$22.93							
1019	SJTPO	CON	OTHER			\$15.29	\$38.00						
1019	SJTPO	DES	DEMO	\$1.23									
1019	SJTPO	DES	HPP20	\$2.02	\$3.25								
1019	SJTPO	ROW	HPP20		\$1.00								





**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      *Project Name***

**S0911      098028** Landis Avenue, Union Rd. to Tuckahoe Rd., Repaving

*Repaving - Pavement depth will vary depending on the condition of the existing roadway.*

**Program Category**                      **SPONSOR**                                      **COUNTY**                                      **MUNICIPALITY**  
 (figures are in millions)                      SJTPO    Atlantic    Buena Vista Twp.

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	STP-SJ			\$0.90							

**DBNUM/UPC      *Project Name***

**S0002      950126** Middle Thorofare, Mill Creek, Upper Thorofare Bridges, CR 621

*This project will provide for the proposed 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 Route 109 to the Upper Thorofare Bridge.*

*The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2005, Section 3224 \$1,600,000 (ID# NJ226) (available 20% per year).*

**Program Category**                      **SPONSOR**                                      **COUNTY**                                      **MUNICIPALITY**  
 Bridge Preservation                      Cape May County    Cape May    Lower Twp.  
 (figures are in millions)

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	LPD	HPP20	\$1.46									



**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      *Project Name***

**S0908    098016** Pomona Road, Tilton Road to Rt. 30, Repaving

*Repaving of Pomona Road between Tilton Rd. and Rt. 30, Galloway Twp., Atlantic Co.*

**Program Category**                      **SPONSOR**                                      **COUNTY**                                      **MUNICIPALITY**  
 (figures are in millions)                      SJTPO    Atlantic    Galloway Twp.

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	STP-SJ		\$0.60								

**DBNUM/UPC      *Project Name***

**04325    043250** Route 9, Beasley's Point Bridge

*This project will provide for the rehabilitation of the existing structure.*

*This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$15,704,000.*

**Program Category**                      **SPONSOR**                                      **COUNTY**                                      **MUNICIPALITY**  
 Bridge Preservation                      NJDOT    Atlantic    Upper Twp.                      Somers Point City  
 (figures are in millions)    Atlantic    Egg Harbor Twp.

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	ERC	STATE	\$1.30	\$1.30	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47
1019	SJTPO	ERC	STATE	\$1.30	\$1.30	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47

**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      Project Name**

**95043      950203**    Route 9, Bennett's Crossing, Intersection Improvements

*This project will eliminate the existing intersection of Route 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. The project will address the current geometric conditions at the vicinity of Bennett's Crossing Road intersection with Route 9, where left turning traffic from Route 9 northbound must stop for southbound traffic, then at the railroad track, and then for Seashore Road. The project will provide the required stopping sight distance along Route 9 with Tabernacle Road extension. The project will improve the horizontal curves on Route 9, provide a safe storage area for vehicles turning left from Route 9 onto Tabernacle Road extension, improve driveways to conform to the access code and improve safety at the at-grade railroad crossing, particularly during the peak school hour.*

<b>Program Category</b>	<b>SPONSOR</b>	<b>COUNTY</b>	<b>MUNICIPALITY</b>
Safety (figures are in millions)	NJDOT	Cape May	Lower Twp.

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	HSIP		\$8.58								

**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      Project Name**

**9351      950574** Route 9, Breakwater Road Extension (CR 613)

*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 would be improved to accommodate the new road. Additional improvements at this intersection include dedicated eastbound/westbound left-turn lanes on Breakwater Road at Seashore Road. Northbound and southbound Seashore Road would consist of one shared through/right-turn lane and one dedicated left-turn lane. The eastern approach of Breakwater Road would be the mirror image of the western approach. This roadway section would consist of one shared through/right-turn lane, one dedicated left-turn lane and an eight-foot outside shoulder.*

*A traffic signal would be constructed at the intersection of Breakwater Road and Route 9. The signal would be interconnected to the railroad crossing signal system so that vehicles would not be allowed to turn onto Breakwater Road from Route 9 when a train is approaching. A dedicated left-turn lane is planned for Route 9 northbound and a dedicated right-turn lane is planned for Route 9 southbound. Cresse Lane (Sally Marshall Road) will be closed and Weeks Landing Road will remain closed.*

*Route 9 will have an umbrella drainage system. Concrete curbing will be provided along the existing section of Breakwater Road and along Seashore Road. Inlets will be constructed at the appropriate locations to drain the runoff from the roadway. The inlets will be connected to a new pipe system, which will be placed along the new portion of Breakwater Road. The roadway section of the new portion of Breakwater Road would have berms. Inlets will be spaced appropriately to collect this runoff and transfer it to the pipe system. Three stormwater detention infiltration basins are proposed to meet NJDEP Coastal Program CAFRA requirements of water quality.*

**Program Category**                      **SPONSOR**                                      **COUNTY**                                      **MUNICIPALITY**  
 Congestion Relief                      NJDOT    Cape May                                      Lower Twp.  
 (figures are in millions)

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	NHS	\$7.80									

**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      Project Name**  
**96022      950299      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.*

*The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP \$4,000,000 (available 20% per year).*

*This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c. 108. Total construction funding needed is expected to be \$8,563,000.*

**Program Category**                      **SPONSOR**                                      **COUNTY**                                      **MUNICIPALITY**  
 Congestion Relief                      NJDOT    Atlantic    Galloway Twp.  
 (figures are in millions)

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	NHS	\$2.60									

**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
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**DBNUM/UPC      *Project Name***  
**02310      023100** 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.*

**Program Category**                      **SPONSOR**                                      **COUNTY**                                      **MUNICIPALITY**  
 Roadway Preservation                      NJDOT                                      Salem                                      Carneys Point Twp.  
 (figures are in millions)

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	STATE					\$2.50					
1019	SJTPO	DES	STP			\$0.60							
1019	SJTPO	ROW	STATE				\$0.20						

**DBNUM/UPC      *Project Name***  
**2149H      048033** Route 49/55, Interchange Improvements at Route 55

*This project will provide for the lengthening of the Route 55 southbound off-ramp to Route 49 with a longer stacking lane for the left turn.*

**Program Category**                      **SPONSOR**                                      **COUNTY**                                      **MUNICIPALITY**  
 Congestion Relief                      NJDOT                                      Cumberland                                      Millville City  
 (figures are in millions)

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	STATE	\$21.17									

**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      Project Name**

**242      960429** Route 50, Tuckahoe River Bridge (2E 3B)

*The existing bascule bridge carries two 10-foot travel lanes and a 10-foot shoulder. The replacement will be a fixed structure with a nine-foot, six-inch vertical clearance from Mean High Water Level 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 northbound side of the bridge. A temporary structure will be constructed next to the existing structure to maintain traffic during construction. Additional roadway improvements will include signalizing the Route 50 and Route 49 intersection as well as providing a 15-foot through lane and 12-foot left-turn lane northbound and a 12-foot through lane and 15-foot right-turn lane southbound. The intersection of Route 50 and Tuckahoe-Mount Pleasant Road will be reconfigured to allow for one-way operation of Tuckahoe-Mount Pleasant Road only. Traffic wishing to access Route 50 will be able to gain safer access to the highway through the reconstructed Marshall Avenue and Kendall Lane intersections. This project will be designed to be bicycle/pedestrian compatible.*

*The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP \$3,200,000 (ID# NJ 185),(available 20% per year).*

<b>Program Category</b>	<b>SPONSOR</b>	<b>COUNTY</b>	<b>MUNICIPALITY</b>
Bridge and Roadway P (figures are in millions)	NJDOT	Atlantic Atlantic	Upper Twp. Corbin City

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	BRIDGE		\$7.80								
1019	SJTPO	CON	BRIDGE		\$7.80								
1019	SJTPO	CON	HPP20		\$2.92								
1019	SJTPO	CON	HPP20		\$2.92								
1019	SJTPO	CON	STP		\$7.88								
1019	SJTPO	CON	STP		\$7.88								

**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      Project Name**

**244A      048030** Route 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 (i.e. 55-foot vertical clearance above the navigation channel). 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. As part of this project, the Ocean City Visitors Center will be replaced on site as part of a planned scenic overlook.*

*The NJDOT and the FHWA have agreed to progress the construction of Route 52 Contract B under the Tapered Match provisions of TEA-21, Section 1302. The use of Tapered Match will expedite the completion of the project in 36 months in comparison to 40 months under the original scheme using debt financing (GARVEE). The use of Tapered Match further reduces the project cost by an estimated \$60 million through the avoidance of GARVEE instrument debt service, and the State is able to provide an additional \$170 million of non-Federal funds to the project.*

*The following special Federal appropriations were allocated to this project. FY 2003/55B \$993,500 and FY 2004/Bridge Discretionary Program/H06 \$1,175,523*

*This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$303,700,000.*

<b>Program Category</b>	<b>SPONSOR</b>	<b>COUNTY</b>	<b>MUNICIPALITY</b>
Bridge and Roadway P (figures are in millions)	NJDOT	Atlantic Atlantic	Ocean City Somers Point City

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	STATE	\$37.67	\$82.06	\$76.47							
1019	SJTPO	CON	STATE	\$37.67	\$82.06	\$76.47							

**FY 2010-19 TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**DBNUM/UPC      *Project Name***

**244      961653** Route 52, Causeway Replacement, Contract A

*This project will provide for the replacement of 1.2 miles of the interior portion of the existing Route 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. This portion of the new bridge will be a lower-level structure (i.e. approximately 15 feet to 20 feet above the water). In addition, as part of this project, access ramps will be constructed down onto Rainbow Island in both directions for fishing and recreational access. The southbound bridge toward Ocean City will contain a 10-foot multi-use sidewalk for bicycle as well as pedestrian use and will be separated from traffic with an approved traffic barrier system.*

*The construction of Contract A is funded under the federal GARVEE program. State Bonds have been issued to provide the necessary cash to award the contract. Repayment of the bonds (plus interest) will be provided from anticipated future federal apportionments over a 12-year period. Total construction funding needed is expected to be \$184,100,000.*

*The following special Federal appropriations were allocated to this project. FY 2003/55B \$993,500 and FY 2004/Bridge Discretionary Program/H06 \$1,175,523*

<b>Program Category</b>	<b>SPONSOR</b>	<b>COUNTY</b>	<b>MUNICIPALITY</b>
Bridge Preservation	NJDOT	Cape May	Ocean City
(figures are in millions)			

PLAN	MPO	PHASE	FUND	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1019	SJTPO	CON	BRIDGE	\$14.90	\$14.90	\$14.90	\$14.90	\$14.90	\$14.90	\$14.90	\$14.90		













































































































































































































































































































































