

# GLOSSARY

The following serves as a guide to terms used in the Transportation Improvement Program:

## **PHASES OF WORK**

This classification indicates the stage of development of a project as it moves through the "project development pipeline."

### **Planning Study (PLS)**

A phase or type of work involving traffic studies needs analyses, corridor studies, and other work preparatory to project development. This phase of work is also called "Concept Development." CD denotes NJDOT Concept Development; LCD denotes Concept Development by a local entity (MPO, county, municipality).

The purpose of Concept Development is to deliver projects to Scope Development with a well-defined need and a recommended concept that has been environmentally screened and has received community support. Concept Development includes the following major elements:

- \* early and intensive public involvement
- \* an evaluation of project need
- \* an analysis of physical deficiencies
- \* environmental screening
- \* evaluation of alternative strategies/fulfillment of CMS requirements
- \* definition of potential concepts, limits and/or complimentary strategies  
as well as staging and phasing opportunities
- \* address community design/aesthetic opportunities
- \* order of magnitude cost estimate

The Concept Development Process is divided into the following four phases:

1. Background Research and Work Program Development
2. Problem Identification and Project Need
3. Congestion Management Strategies and Fulfilling Congestion Management System (CMS) Requirements
4. Concept Development and Analysis

### **Project Development (PRD)**

A phase or type of work intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs. The end products of scoping are: a recommended scheme with a realistic cost estimate; an approved environmental document; reasonable assurance that environmental permits can be obtained; community support, or documentation explaining why such support cannot reasonably be obtained; and identification of right of way (ROW) needs and costs. Scoping consists of two phases in NJDOT: Feasibility Assessment and Final Scope Development. FA denotes Feasibility Assessment and PD denotes Preliminary Design by NJDOT; LFA denotes Local Feasibility Assessment and LPD denotes Local Preliminary Design by a local entity (MPO, county, municipality).

Feasibility Assessment is the first phase of scoping, during which the Bureau of Project Scope Development performs sufficient engineering to determine whether the concept emerging from Concept Development can be feasibly evolved into a project in light of environmental and

community constraints and issues. If it cannot be reasonably demonstrated that environmental approvals and community support are forthcoming, the concept will neither become a project, nor pass into the Five-Year Capital Program.

During Feasibility Assessment, project schemes that balance project objectives against environmental, community, engineering and budget constraints are developed. If alternatives which can resolve the problem to full engineering standards in light of constraints cannot be developed, then a full range of design and alignment alternatives will be considered, including those which back off desirable standards and instead meet minimum standards, which drop below minimum standards, or even those which do not achieve one or more of the project goals. In essence, BPSD will systematically “ratchet down” project expectations until a good fit between engineering goals and environmental and political considerations are achieved. This will lead to the development of what has been termed at the Initially Preferred Alternative (IPA).

During Feasibility Assessment, the community involvement will generally be limited to coordination with municipal staff and officials, although, if deemed necessary, the Department may decide to conduct the public meetings normally reserved for Final Scope Development. This may include the obtaining of the actual resolution of support from the community governing body.

Feasibility Assessment will culminate in a presentation to the CPC regarding the potential project. If deemed a worthy project, the project will be assigned to a PM and entered into the Draft Project Pool for completion of Final Scoping. If the project is determined to be “fatally flawed,” it will be recommended for termination, or recycled for reconsideration as part of Concept Development.

Final scope development is the process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative. During FSD, the Program Manager who was liaison for the Feasibility Assessment phase will assume full control of the project. A number of activities will be simultaneously set in motion, based on the IPA: Community Involvement, Environmental Documentation, and Design services.

To obtain the formal community involvement buy-in, a public meeting will be generally be arranged, which may lead to some minor adjustments to the project’s scope. Ultimately, the local officials will be asked to provide a resolution of support endorsing the project.

To obtain the environmental approvals for the IPA, consultation with outside agencies, such as the State Historic Preservation Office may be necessary. The approved Environmental Document will be based on technical studies conducted by the Environmental Teams within the Bureau of Environmental Services, and will generally consist of a Categorical Exclusion. The Final Scope Development phase will not be considered complete until the Environmental Document is approved.

The Preliminary Engineering conducted during this phase will be initiated to facilitate later final design activities. They will be based on the IPA, and consist of, among other things: development of base plans for final design; development of geometric design sufficiently to clarify environmental impacts and to define ROW parcels; utilities discovery and verification; geotechnical studies (soil borings and analysis); preliminary drainage work; and development of property acquisition cost estimates.

### **Design (DES)**

A phase or type of work consisting of taking a recommended solution and scope of work defined in the project development phase and developing a final design, including right of way and construction plans.

### **Design and Construction (EC)**

Funding is provided for both design and construction costs.

### **Design and Right of Way (ER)**

Funding is provided for both design and right of way costs.

### **Design, Right of Way and Construction (ERC)**

Funding is provided for design, right of way, and construction costs.

### **Right of Way (ROW)**

A phase or type of work in which the land needed to build a project is purchased.

### **Construction (CON)**

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

### **Utility (UTIL)**

In some cases, the utility relocation work associated with a project must be programmed separately from the actual construction phase of work. These items are shown under the "Utility" category.

### **Capital Acquisition (CAP)**

Term used to denote the acquisition of rolling stock by NJ TRANSIT.

## **FUNDING CATEGORIES**

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

### **Air Safety**

State funds allocated for aviation purposes.

### **BOND99**

These are funds that were allocated to statewide transportation improvements in the Statewide Transportation and Local Bridge Bond Act of 1999.

### **BOND99LOC**

These are funds that were allocated to the counties for the repair and rehabilitation of local bridges in the Statewide Transportation and Local Bridge Bond Act of 1999.

### **Bridge**

This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions.

### **Bridge-Off**

This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions. This funding is used for bridges that are off the federal-aid system.

### **Congestion Mitigation and Air Quality (CMAQ)**

This federal-aid funding category was established under the federal Intermodal Surface Transportation Efficiency Act (ISTEA) to support projects which improve air quality and/or relieve congestion without adding new highway capacity. These funds are especially targeted for states like New Jersey with serious air quality problems.

### **Demonstration Funds (DEMO)**

Federal transportation acts sometime target specific projects in various states in addition to general programs for federal support. This funding category includes "demonstration" funding provided under ISTEA, as well as "high priority project" funding provided under TEA-21. These projects, for "demonstration" or "high priority project" funding often have special rules applying to their use.

### **Emergency Repair (Emergency Relief)**

Funds are made available by the Federal Highway Administration, through the Federal Emergency Management Administration, for repairs to the infrastructure as a result of natural disasters.

### **Federal Aviation Administration (FAA)**

Federal Funds allocated for aviation purposes.

### **Ferry Funds (Ferry)**

Federal funds are allocated for the rehabilitation and/or development of ferry facilities.

### **Interstate Maintenance (I-Maint)**

A federal-aid funding category has been established to promote resurfacing, rehabilitation, and preventive maintenance on the interstate system.

### **Minimum Guarantee (MIN GAR)**

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) specifies for each State a specific share of the aggregate annual funding for Interstate Maintenance, National Highway System, Bridge, Congestion Mitigation and Air Quality Improvement, Surface Transportation Program, Metropolitan Planning. The percentage shares were set to result in a 90.5 percent return.

The percentage shares are adjusted each year to ensure that each State's share of apportionments for the specified programs is at least 90.5 percent of its percentage contributions to the Highway Account. The shares of States falling below that minimum return will be increased and the shares of the remaining States will be decreased so that the shares continue to total 100 percent.

No state may receive less than \$1 million per year in Minimum Guarantee funds.

### **National Boating Infrastructure Grant Program**

Federal funds are provided to construct, renovate, and maintain tie-up facilities for vessels that are 26 feet or more in length. 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 channel; installation of navigational aides; application of funds to grant administration; and funding preliminary costs.

### **National Highway System (NHS)**

ISTEA has created a "national highway system," consisting of the interstate highway system and other key highway links. The NHS funding category has been established to support improvement projects on this key network.

### **Planning (PL)**

This federal-aid funding category provides funds for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

### **Public Lands Highways (PLH)**

This is a source of federal funds to be used for various unanticipated public lands grants received through the FHWA Public Lands Highways Discretionary Program. The PLH funds are available for transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within the Federal public lands. Eligible projects may also include the following, but must meet the public lands highway criteria: transportation planning for tourism and recreational travel; adjacent vehicular parking areas; interpretive signage; acquisition of necessary scenic easements and scenic or historic sites; provision for pedestrians and bicycles; construction and reconstruction of roadside rest area including sanitary and water facilities; other appropriate public road facilities such as visitor centers.

### **Recreational Trails (REC. TRAILS)**

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The NJ Department of Environmental Protection, Division of Parks and Forestry administer the program.

### **State**

The "State" or "TTF" category is used to show the disposition of funding received from the New Jersey Transportation Trust Fund.

### **Statewide Planning and Research (SPR)**

Federal law requires a percentage of funds allocated to states for highway improvements to be devoted to planning and research activities.

### **Support Services (SUP SRV)**

Support Services is a federal-aid funding category established under TEA-21 for services and activities provided in connection with minority business enterprise programs which are designed to increase the total number of minority businesses active in the highway program and contribute to the growth and eventual self-sufficiency of individual minority businesses so that such businesses may achieve proficiency to compete, on an equal basis, for contracts and subcontracts.

## **Surface Transportation Program (STP)**

The Surface Transportation Program is a federal-aid funding category established under ISTEA, which encompasses funding previously made available under various smaller federal-aid categories as well as a broad, flexible component. Funding must be set aside for safety (STP-SY) and transportation enhancement (STP-TE). Sub-allocations must be made to urbanized and non-urbanized areas (STP-NJ; funding provided to NJTPA, STP-STU; funding provided to DVRPC, STP-SJ; funding provided to SJTPO).

## **Transit**

Transit funding categories are indicated generally by reference to federal statutory categories and are identified as follows:

CMAQ—See definition on Page 4 of this Glossary.

JARC—Non-Federal Transportation Administration funds used to meet local share match for Job Access and Reverse Commute Program.

Local Match—Funds provided by local agencies as match to Job Access and Reverse Commute Program.

Match-Local—Funds provided by local agencies as match to Section 5311 and other grants.

Match-Oper—Operation funds provided by NJ TRANSIT as match to Section 5311 grants.

Match State—State funds used to match Job Access and Reverse Commute Program.

Other—Potential federal earmarks or unidentified non-traditional transit funds.

Section 5307—Federal Transit Administration Urbanized Area Formula Program.

Section 5309—Federal Transit Administration Fixed-Guideway Modernization Program

Section 5309D—Federal Transit Administration Discretionary/Earmarked funds.

Section 5310—Federal Transit Administration Elderly and Persons with Disabilities Program.

Section 5311—Federal Transit Administration Non-urbanized Area Formula Program and Rural Transit Assistance Program.

State—New Jersey Transportation Trust Funds

TTF (GANS)—Additional State funds which will become available as a result of refinancing the original Hudson-Bergen LRT Grant Anticipation Notes.

Urban Core—Federal Transit Administration Section 5309 funds for projects defined by TEA-21 as “Urban Core” projects.

## **Various Federal (VAR FEDERAL)**

This funding category is used to denote unanticipated allocations of Federal funds, outside the parameters of the regular apportionment process. Until such allocations are made, the exact funding source is not known.

## **PROJECT CATEGORIES**

For the purpose of program planning and analysis, transportation improvements are classified into categories, generally defined by the type of "product" they produce. This classification system improves the department's ability to develop system objectives and performance measurements. These classifications are:

### **Bridge Preservation**

This classification includes work, which is designed to keep the existing bridges functioning, and in a state of good repair, including work which rehabilitates or replaces existing bridges to current design standards. Program categories within this classification include bridge rehabilitation and replacement, bridge capital maintenance, bridge management, local bridges, NJ TRANSIT bridges, and railroad overhead bridges.

### **Capital Program Delivery**

This classification includes a variety of activities that provide direct support to the capital program pipeline. Program categories within this classification include program implementation costs, planning and research, project scoping and design, right of way and utility, construction, unanticipated expenses, project cost settlement, and transportation grants.

### **Capital Program Support**

This classification includes a variety of "overhead" type activities that indirectly contribute to the project pipeline. Program categories within this classification include facilities and equipment, contractor support, operational support.

### **Congestion Management**

This classification encompasses work that improves the flow of people and goods along transportation corridors. Specific programs under this heading include highway operational improvements, bottleneck widening, intelligent transportation systems, demand management, and congestion management system.

### **Intermodal Programs**

This classification includes work that addresses improvements/provisions for alternative modes of transportation. Program categories within this classification include aviation, goods movement, bicycle/pedestrian, ferries, paratransit, intermodal connections, rail, and other modes.

### **Local Aid**

This classification provides for development and implementation of transportation improvements on the local roadway network. Program categories within this classification include local aid to counties, local aid to municipalities, local aid discretionary, local aid other programs, local roadway improvements, regional planning and project development.

### **Quality of Life**

This classification includes work which is designed enhance the environment associated with, or impacted by, transportation improvements. Program categories within this classification include transportation enhancements, noise walls, landscape, air quality, signs, wetland mitigation, and rest areas.

## **Roadway Preservation**

This classification includes work that is designed to keep the existing highway system functioning and in a state of good repair, including work which upgrades segments of the system to current design standards. Program categories within this classification include highway rehabilitation and reconstruction, highway resurfacing, highway capital maintenance, drainage, truck size and weight control, pavement management system, and dams.

## **Safety**

This classification includes work that is designed to improve safety for the travelling public on the existing highway system. Program categories within this classification include safety improvements, safety management, and safety capital maintenance.

## **Strategic Mobility**

This classification includes work that adds to the capacity of the transportation system through major capital construction. Under this heading are projects listed as missing links, major widening, and economic development.

## **METROPOLITAN PLANNING ORGANIZATIONS**

Metropolitan Planning Organizations (MPOs) are planning organizations that serve as the forum for cooperative transportation decision making for metropolitan planning areas as required by federal regulations. MPOs consist of representatives of state and local governments and major transportation agencies. There are three MPOs in New Jersey:

**DVRPC** - Delaware Valley Regional Planning Commission. The MPO covering the counties of Mercer, Burlington, Camden, and Gloucester.

**NJTPA** - North Jersey Transportation Planning Authority. The MPO covering the counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren.

**SJTPO** - South Jersey Transportation Planning Organization. The MPO covering the counties of Cape May, Atlantic, Cumberland, and Salem.