

**Transportation Conformity of the SJTPO Fiscal
Years 2014-2023 Transportation Improvement
Program and the 2040 Regional Transportation
(Long Range) Plan Under All Current
National Ambient Air Quality Standards**



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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.

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1 List of Acronyms

| | |
|-----------------|---|
| AQCR | Air Quality Control Region |
| CAA | Clean Air Act |
| CO | Carbon Monoxide |
| CFR | Code of Federal Regulations |
| DVRPC | Delaware Valley Regional Planning Commission |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| HC | Hydrocarbons |
| ICG | Interagency Consultation Group |
| MOVES | Motor Vehicle Emissions Simulator |
| MPO | Metropolitan Planning Organization |
| NAAQS | National Ambient Air Quality Standards |
| NJDEP | New Jersey Department of Environmental Protection |
| NJDMV | New Jersey Department of Motor Vehicles |
| NJDOT | New Jersey Department of Transportation |
| NJTPA | North Jersey Transportation Planning Authority |
| NO _x | Oxides of Nitrogen |
| RTP | Regional Transportation Plan |
| SIP | State Implementation Plan |
| SJTDM | South Jersey Travel Demand Model |
| SJTPO | South Jersey Transportation Planning Organization |
| VOCs | Volatile Organic Compounds |
| TCMs | Transportation Control Measures |
| TIP | Transportation Improvement Program |
| USC | United States Code |
| US DOT | United States Department of Transportation |
| US EPA | US Environmental Protection Agency |
| VHT | Vehicle-Hours Traveled |
| VMT | Vehicle-Miles Traveled |
| VPOP | Source Type Population |

2 Overview/Background

This report documents the demonstration of transportation conformity of the SJTPO FY 2014-2023 Transportation Improvement Program (TIP) and the SJTPO 2040 Regional Transportation Plan (RTP, or the Plan).

Under the authority of The Clean Air Act Amendments of 1990 (42 USC Sections 7401-7671q), in conjunction with the transportation planning provisions of the United States Code (23 USC 109(j)), the transportation conformity process is required in areas that have been designated by the US Environmental Protection Agency (USEPA) as not having met specific standards for any of six criteria pollutants as defined by The Clean Air Act (CAA). EPA sets these standards, more formally known as National Ambient Air Quality Standards, or (NAAQS), to protect public health. Those areas that currently do not meet these standards are called “nonattainment areas;” or “maintenance areas,” if they have recently attained the standards but need to demonstrate maintenance via a federally-approved maintenance plan before they can be formally classified as an attainment area. Since the four-county SJTPO region is in nonattainment for the 8-hour Ozone NAAQS, it is subject to transportation conformity.

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

This conformity demonstration is based on the Conformity Final Rule, (40 CFR Part 93), and is consistent with the joint USEPA, FHWA, and FTA Regional Air Quality Consultation and Coordination process. Pollutants addressed include the 8-hour ozone precursors of volatile organic compounds (VOCs) and oxides of nitrogen (NOx). Conformity findings must be based on established budgets (where appropriate) for VOCs and NOx for all applicable analysis years in the MPO region of the designated non-attainment area. These analyses also incorporate the most recent population and employment projections that were approved by the SJTPO Policy Board on March 26, 2012, as part of the Regional Transportation Plan Update, and other applicable latest planning assumptions.

The purpose of this analysis document is to demonstrate conformity of the 2014-2023 TIP and 2040 RTP with the 8-hour ozone NAAQS. EPA’s final rule designating nonattainment areas for the 2008 8-hour ozone NAAQS became effective July 20, 2012. Under this new rule, the entire 4-county SJTPO region falls within the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Marginal Ozone Non-attainment Area, with an attainment date of December 31, 2015. Transportation conformity for the 2008 8-hour ozone NAAQS applies July 20, 2013, one year after this designation date.¹

The *Final Rule* dictates that conformity findings within the SJTPO planning area are under the 8-hour ozone NAAQS. Effective August 1, 2008, EPA has determined that the 2008 and 2009

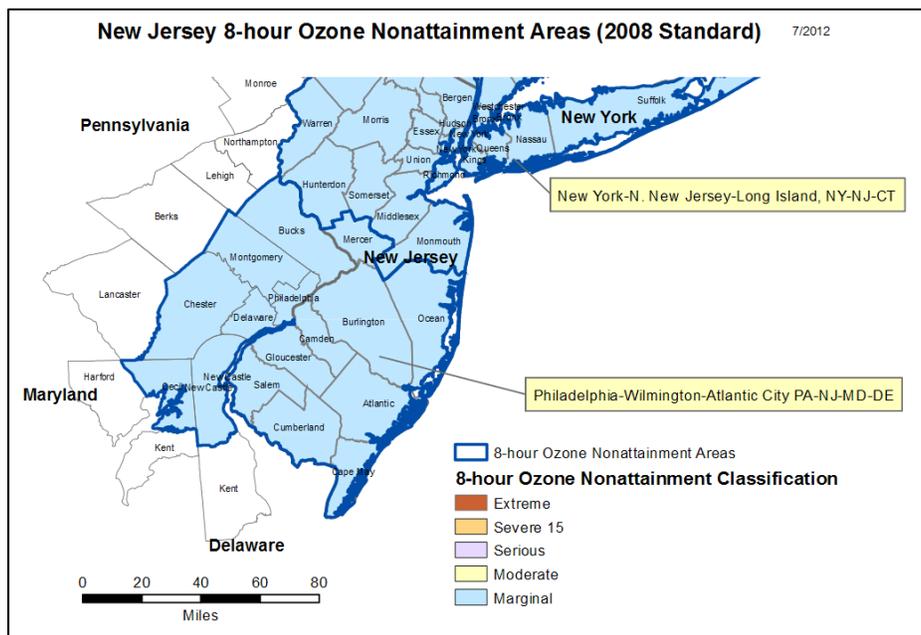
¹ EPA’s 2008 8-Hour Ozone Implementation Rule can be found at: <http://www.gpo.gov/fdsys/pkg/FR-2012-05-21/pdf/2012-11605.pdf>.

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.”

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 2008 8-hour ozone 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 Department of Environmental Protection (NJDEP). These ozone precursor budgets are used for the analysis years of 2015, 2020, 2030, and 2040.

Figure 1 - 8-Hour Ozone Non-Attainment Area



Source: http://www.epa.gov/oaqps001/greenbk/map/nj8_2008.pdf

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

This document shows that all current conformity criteria established by USEPA are met. This report also describes the process followed to determine the transportation conformity of the TIP and update to 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.

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

3 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 conformity of the 2014-2023 TIP and the 2040 RTP 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 2014-2023 TIP, and those which have been introduced in previous TIPs that are not yet completed. The regional emissions analysis performed for this conformity determination was run in May and June 2013.

For this iteration of conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO_x are 2015, (the 2008 8-hour ozone NAAQS attainment date), 2020, 2030 (an *interim* year selected to keep all analysis years less than ten years apart) ,and 2040 (the *horizon* year of the *SJTPO 2040 Regional Transportation Plan*). VOCs and NO_x, which are heat-related ozone precursors, are concerns during the summer months, and are estimated for an average summer weekday. To demonstrate conformity, projected emissions in all analysis years must not exceed the established budgets.

A complete list of TIP projects and non-Federally funded regionally significant projects is contained in **Appendix 1**. 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 1** 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), which include certain hydrocarbons (HC), and oxides of nitrogen/ nitrates (NO_x), react in the presence of sunlight. This analysis uses a series of computer models to forecast vehicle miles of travel, speeds, and finally emissions estimates for these precursors of ozone.

3.1 ANALYSIS SOFTWARE

This is the first SJTPO regional emissions analysis run using SJTPO's newly enhanced South Jersey Travel Demand Model (SJTDM). While still a traditional 4-step travel demand model, the model now runs on the more user-friendly CUBE platform and has updated trip generation, trip distribution, mode split and traffic assignment modules which provide a better estimation of vehicular traffic as well as transit ridership in the 4-county SJTPO region. In addition, SJTDM has now been calibrated and validated to 2010 conditions. A more detailed

explanation of the SJTDM including the actual model development report can be found at: <http://www.sjtpo.org/SJTDM.html>.

This is also the first SJTPO regional emissions analysis run using the Motor Vehicle Emissions Simulator Model (MOVES), EPA’s latest emissions model. Compared to MOBILE 6.2, the previous emissions model, MOVES is significantly more sensitive to all aspects of the drive cycle; in particular, the nonroad, or off-network emissions. Nonroad emissions capture the start, extended idle, and resting evaporative emissions. A combination of computer programs centered on MOVES2010b (February 2013) emissions model and PPSUITE travel model post-processor were used to assess air quality in the SJTPO region. PPSUITE is a software package used to pre-format and post-format data to and from MOVES2010b. It provides a linkage between MOVES2010b and the transportation model, the SJTDM, and generates emissions and activity data summary reports. In this analysis emissions are calculated for two categories of pollutants: volatile organic compounds and oxides of nitrogen.

3.2 APPLICABLE TESTS AND BUDGETS

The SJTPO region has emission budgets for relevant pollutants for the 8-hour ozone 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 2015, 2020, 2030 and 2040 are listed in Table 1. The values correspond to maximum allowable emissions generated for an average summer 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 | 2015 (tons) | 2020 (tons) | 2030 (tons) | 2040 (tons) |
|----------------|------------------------|------------------------|------------------------|------------------------|
| VOC | 13.04 | 13.04 | 13.04 | 13.04 |
| NOx | 29.64 | 29.64 | 29.64 | 29.64 |

Budgets found adequate for conformity purposes by USEPA August 1, 2008

4 Other Planning Assumptions

The latest planning assumptions must be used in the conformity analysis. The travel demand modeling process utilizing the latest planning assumptions began on **April 9, 2013**.

Key elements utilized in this conformity assessment follow:

4.1 POPULATION & EMPLOYMENT

Population and employment forecasts endorsed by the SJTPO Policy Board at their March 26, 2012 meeting 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 2040. The forecasts were developed from Moody’s economic projections as well as 2010 Census data where available. There was also extensive outreach with the county planning departments as well as other public officials. The

SJTPO Technical Advisory Committee was also involved at every step of this process. Since this meeting, there have been no updates to the population and employment forecasts. Hence, these represent the latest forecasts.

4.2 TRAVEL & CONGESTION

For all analysis years, VMT and VHT are calculated by the South Jersey Travel Demand Model. Base year travel model VMT was adjusted to 2010 conditions based on 2010 data from NJDOT's Highway Performance Monitoring System (HPMS) estimates for each county and road group. Vehicle age, population (VPOP), and distribution data comes from 2011 New Jersey Department of Motor Vehicles (NJDMV) registration data. 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. The tolls and fares in the CUBE model are current as of October 2012, when the model was released. Transit service assumptions include fare/toll increases over time - detailed assumptions for different facilities were included in network coding files. Fares and tolls are assumed to keep pace with the inflation of the Consumer Price Index. This will cover any anticipated NJ Transit or authority fare/toll 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
- Capacity- and Volume-Sensitive Speed-and-Delay Estimates
- Consistency with SIP Emissions Modeling Assumptions

As mentioned above, the newly enhanced South Jersey Travel Demand Model (SJTDM) was used along with PPSUITE. The model has been calibrated and validated to 2010 conditions. It replaces the previous SJTDM, run in TP Plus, that was used to establish the current 2008 and 2009 and projected 8-hour ozone budgets. Also, as mentioned above, EPA's most recent emissions model, MOVES2010b (February 2013), was used for this conformity analysis. The 2011 vehicle population 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 (TCICG or ICG) and the general public at-large.

6.1 INTERAGENCY CONSULTATION

Requirements for interagency consultation were met through the first Transportation Conformity Interagency Consultation Group teleconference on April 2, 2013. A second teleconference to discuss the draft results was held on June 14, 2013

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 2040 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 20, 2013 at SJTPO offices in Vineland, New Jersey.

Transportation Conformity of the SJTPO FY 2014-2023 TIP and the SJTPO 2040 RTP
Figure 2 - FY 2014-2023 TIP Conformity Schedule

| PROCESS | EST. DATE |
|---|-----------|
| 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. | 4/2/2013 |
| Confirm Project List | 4/9/2013 |
| Start of Travel Demand Model Process. (gives ICG a week to respond after initial ICG meeting) | 4/9/2013 |
| Start of MOVES analysis | 5/1/2013 |
| Completion of MOVES analysis updates | 6/3/2013 |
| Provide Interagency Consultation Group with draft Conformity Determination. Request concurrence with findings using email and/or a conference call. | 6/14/13 |
| Begin 30-Day Public Review Period. | 6/14/2013 |
| Public Hearing (within Public Review Period) | 6/20/2013 |
| Recommendation of TIP adoption by TAC | 7/8/2013 |
| TIP Adoption by Board | 7/22/2013 |
| Forward FY 2014 TIP with approved Conformity Determination to FHWA/FTA/EPA | 7/26/2013 |

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, for summer, and are presented for comparative purposes.

Table 1 - Regional Travel Summary for the SJTPO Region

| | 2015 | 2020 | 2030 | 2040 |
|-------------------|------------|------------|------------|------------|
| Population | 613,367 | 631,396 | 665,703 | 710,254 |
| Employment | 280,442 | 284,483 | 295,632 | 315,141 |
| VMT Summer | 22,685,521 | 23,249,530 | 24,004,388 | 24,896,907 |
| VHT Summer | 1,041,200 | 1,065,889 | 1,122,734 | 1,197,081 |

7.1 ACTION SCENARIOS

The conformity assessment depicts the results of the action scenario model runs versus the budgets established for each emission level for the analysis years. To develop the action scenarios, the base year highway network, which is the highway system as it existed in the model in the year 2010, 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 1. For the analysis year, the SJTDM is 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) found adequate by EPA effective as of August 1, 2008.³ 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)

| | 2015 | 2020 | 2030 | 2040 |
|----------------------|-------------|-------------|-------------|-------------|
| Budget | 13.04 | 13.04 | 13.04 | 13.04 |
| Action# | 6.6 | 4.67 | 3.95 | 4.05 |
| Budget-Action | 6.44 | 8.37 | 9.09 | 8.99 |
| Pass/Fail | PASS | PASS | PASS | PASS |

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

| | 2015 | 2020 | 2030 | 2040 |
|----------------------|-------------|-------------|-------------|-------------|
| Budget | 29.64 | 29.64 | 29.64 | 29.64 |
| Action# | 21.97 | 13.93 | 10.35 | 10.5 |
| Budget-Action | 7.67 | 15.71 | 19.29 | 19.14 |
| Pass/Fail | PASS | PASS | PASS | PASS |

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

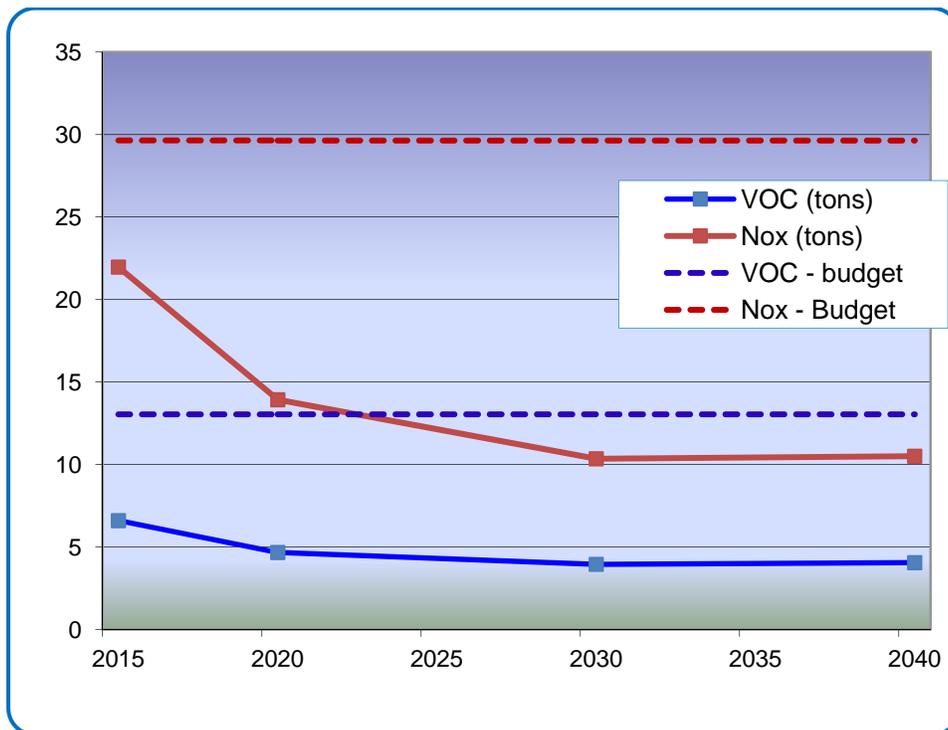
7.3 MEETING THE CONFORMITY CRITERIA

Tables 2 and 3 above, as well as Figure 3 below, 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.

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);

Figure 3 - FY 2014 Regional Emissions Analysis



- 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

, below.

Figure 4 - Evaluation of the Conformity Determination Criteria

| SJTPO's Response Corresponding 40 CFR Part 93 | Evaluation Criteria | SJTPO's Response |
|--|---|---|
| Section(s) | | |
| §93.106(a) | (1) Are the transportation plan horizon years correct? | Yes. 2015 is the attainment date for the 2008 8-hour ozone standards. The years 2020, 2030 and 2040 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>2040 Regional Transportation Plan</i> , of which this TIP analysis will be a part, is the current and conforming transportation plan, quantifying and documenting demographic and employment factors influencing transportation demand. |
| §93.106(a) (2)(ii) | Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in horizon years? | Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed and described. Detailed information regarding each project can be found in the respective <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. |
| §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 marginal 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 April 9, 2013 , 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, | (b) Yes. This conformity determination utilizes the most recent demographic and employment data adopted by the |

Corresponding
40 CFR Part 93

Evaluation Criteria

SJTPO's Response

| Section(s) | Evaluation Criteria | SJTPO's Response |
|----------------|--|--|
| | 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? | SJTPO Policy Board in March 2012 and shown in this conformity determination document. Also, vehicle registration data from 2011 are used. The assumptions are derived from the most recent information available to SJTPO. |
| §93.110 (cont) | (c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination? | (c) Yes. Applicable transit operating policies and transit ridership are addressed in conformity. |
| | (d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time. | (d) Transit service and increases in fares, etc are addressed in this conformity demonstration. Also included are planned toll increases on authority facilities. |
| | (e) The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented. | (e) Currently, there are no adopted TCMs in the corresponding SIPs. |
| | (f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105. | (f) Key assumptions are specified and other supporting documents are included in this conformity determination document, which is available to the public and TCICG. |
| §93.111 | Is the conformity determination based upon the latest emissions model? | Yes. The transportation conformity determination for the TIP and the Plan is based on MOVES 2010b, which is the latest emissions model. |
| §93.112 | Did the MPO make the conformity determination according to the consultation procedures of the Final Rule or the state's conformity SIP? | Yes. Interagency Consultation Group (ICG) teleconferences were held on April 2, 2013 with follow-up consultation held via teleconference. An additional ICG teleconference was held June 14, 2013. Interim and subsequent coordination was done via email correspondence to the entire ICG. All comments received have been included in this analysis according to the consultation procedures consistent with the requirements of all applicable regulations including §93.105 (a) and (e) to consider input assumptions and to review findings regarding the transportation conformity. In compliance with 23 CFR 450, a public meeting was also held to receive comments regarding transportation conformity of the TIP and the Plan under all current NAAQS. |
| §93.113(b) | Are TCMs being implemented in a timely | There are currently no adopted transportation control |

Transportation Conformity of the SJTPO FY 2014-2023 TIP and the SJTPO 2040 RTP

| Corresponding 40 CFR Part 93 | Evaluation Criteria | SJTPO's Response |
|--|--|---|
| <p>Section(s) §93.113(c)</p> | <p>manner?</p> | <p>measures in the <i>SIPs</i>.</p> |
| <p>§93.114</p> | <p>Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?</p> | <p>Yes. The SJTPO FY 2014-2023 <i>TIP analysis is performed as part of the 2040 Plan Update</i> under the 2008 8-hour ozone NAAQS, and are the currently conforming <i>TIP</i> and the <i>Plan</i>, respectively.</p> |
| <p>§93.115</p> | <p>Are the projects from a conforming Plan and TIP?</p> | <p>Yes. The Plan Conformity was approved on July 23, 2012, and TIP projects come from the Conforming Plan. So the TIP and the Plan remain consistent.</p> |
| <p>§93.118</p> | <p>For Areas with SIP Budgets: Is the Transportation Plan, TIP, or Project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?</p> | <p>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.</p> |
| <p>§93.119</p> | <p>For areas without SIP Budgets: Does the Transportation Plan, TIP or Project satisfy the prescribed emissions test?</p> | <p>Not applicable. There are adequate SIP budgets for NOx and VOC, the two criteria pollutants of concern for the SJTPO region.</p> |
| <p>§93.122(a) (6) §93.122(a) (7)</p> | <p>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?</p> | <p>Yes. The ambient temperatures and other factors used in the analysis, including the methods for off-network VMT and speed have been reviewed by the ICG, and have been deemed reasonable.</p> |
| <p>§93.122(b)</p> | <p>Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation-related emissions estimates?</p> | <p>Yes. The South Jersey Travel Demand Model is a network-based model used in conjunction with PPSUITE.</p> |

8 Comments and Responses

| | Comment | Date received | SJTPO Response |
|---|---------|---------------|----------------|
| 1 | | | |
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Appendix 1: Project Lists

| NJDOT/Local Lead Projects | | | | | | | | | | |
|---------------------------|---|---|---------------------|-------------------|-----------------|--------------|---------|------------|--------|------|
| DBNUM | Project Name | Description | Program Category | Sponsor | Munic. | County | Exempt? | Excat | ScenYr | New? |
| S1116 | Aetna Drive (CR 649), Head of River Road to Main Street | This project provides for mill and overlay of the roadway within the existing right of way. | | Atlantic County | Corbin City | Atlantic | Y | S10 | | |
| S1112 | Almond Road/Quigley Avenue/Park Avenue (CR 540), Salem County Line to Route 47 (Delsea Drive) | This project provides for the resurfacing of the existing roadway, with in-kind replacement of the existing drainage system and curbing. Upgrading of guiderail, traffic signals and signal detection where required. | | Cumberland County | Vineland City | Cumberland | Y | S10 | | |
| 03304 | Bridge Deck/Superstructure Replacement Program | This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority li | Bridge Preservation | NJDOT | Various | Various | Y | S19 | | |
| X07A | Bridge Inspection | This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. | Bridge Preservation | NJDOT | Various | Various | Y | S19 | | X |
| X07E | Bridge Inspection, Local Bridges | This program provides regular structural inspection of local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible local bridges which were not fully evaluated as part of the prior ef | Bridge Preservation | NJDOT | Various | Various | Y | S19 | | |
| S0913 | Brigantine Blvd., Sec. 1A, Repaving (CR 638) | Repaving of Brigantine Blvd. from mp 0.0 (end of NJ 87) to mp 0.7 | | SJTPO | Brigantine City | Atlantic | Y | S10 | | |
| S0914 | Brigantine Blvd., Sec. 1B, Repaving (CR 638) | Repaving of Brigantine Blvd., from mp 0.7 to 37th St. | | SJTPO | Brigantine City | Atlantic | Y | S10 | | |
| S1111 | Broad Street/Mays Landing Road (CR 552S/CR 552), 7th Street to Menantico Creek | This project provides for the resurfacing of the existing roadway, with in-kind replacement of the existing drainage system and curbing. Upgrading of guiderail, traffic signals and signal detection where required. | | Cumberland County | Millville City | Cumberland | Y | S10 | | |
| S1120 | Cedarville Road/Cedar Street (CR 610), Newport Road (CR 629) to Main Street (Route 49) | This project provides for resurfacing the existing roadway, with in-kind replacement of existing drainage system and curbing. Upgrading of guiderail, traffic signals and signal detection where required. | | Cumberland County | Millville City | Cumberland | Y | S10 | | |
| S1115 | Cohansey-Friesburg Road (CR 635), Pecks Corner Cohansey Road to Remsterville Road | This project provides milling and overlay resurfacing of the roadway within the existing right of way and safety improvements with limited guide rail replacement and drainage improvements. | | Salem County | Alloway Twp | Salem | Y | S10 | | |
| S0610 | 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. | Local Aid | Salem County | Pilesgrove Twp | Salem | Y | S10 | | |
| S0902 | Corsons Tavern Road, Resurfacing (CR 628) | Roadway resurfacing and drainage improvements result from Ocean View Operational Study. Limits: Kings Highway (CR608) to Woodbine-Ocean View Rd (CR550). | | SJTPO | Dennis Twp | Cape May | Y | S10 | | |
| S1004 | Corsons Tavern Road, Woodbine-Ocean View Rd. to New Bridge Rd., Resurfacing (CR 628) | Roadway resurfacing and drainage improvements from Woodbine-Ocean View Road (CR 550) to Rt. US 9. | | Local Lead | Upper Twp | Cape May-LL | Y | S10 | | |
| X242 | Crash Reduction Program | This is a comprehensive program of safety improvements designed to improve conditions and locations identified by the Highway Safety Improvement Program. Treatments are intended to reduce nighttime, wet weather, fixed object, and icing crashes. These tr | Safety | NJDOT | Various | Various | Y | S6 | | |
| S1204 | Cumberland County Mill & Overlay Resurfacing Program | Mill and overlay and resurface various roadways in the county. | Local Aid | Cumberland County | Various | Cumberland | Y | S10 | | |
| S1117 | Jim Leeds Rd., College Drive to Pomona Road | This project provides for mill and overlay of the roadway within the existing right of way. | | Atlantic County | Galloway Twp | Atlantic | Y | S10 | | |
| S1123 | Landis Avenue, Phase II, West Avenue to the Boulevards (CR 615S) | This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed. | | Vineland City | Vineland City | Cumberland | Y | S10 | | |
| S1122 | Landis Avenue, Phase III, Coney Avenue to West Avenue | This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed. | | Vineland City | Vineland City | Cumberland | Y | S10 | | |
| S0915 | Landis Avenue, Tuckahoe Road to Cumberland County Line, Repaving (CR 540) | Repaving of Landis Ave. from Tuckahoe Rd to the Cumberland County Line in Buena Vista Twp. | | SJTPO | Buena Vista Twp | Atlantic | Y | S10 | | |
| 10347 | Local Aid Consultant Services | Funding for consultant services to assist Local Aid district staff in administering projects and providing oversight to recipients receiving Local Aid funds. Services also include providing overall quality assurance and quality control for the project del | | NJDOT | Various | Various | Y | O10a | | |
| X065 | Local CMAQ Initiatives | Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and is continued under SAFETEA-LU | Quality of Life | Local Lead | Various | Various - LL | Y | 2014NM-NRS | | |

| DBNUM | Project Name | Description | Program Category | Sponsor | Munic. | County | Exempt? | Excat | ScenYr | New? |
|--------|---|---|--------------------------|-----------------|---------------------|--------------|---------|-------|--------|------|
| X41A1 | Local County Aid, SJTPO | This program provides funds allocated to the counties within the SJTPO MPO area for transportation improvements under the NJ Transportation Trust Fund Act. | Local Aid | Local Lead | Various | Various - LL | Y | O10b | | |
| X98A1 | Local Municipal Aid, SJTPO | This program provides funds allocated to municipalities in the SJTPO area for transportation improvements under the NJ Transportation Trust Fund Act. | Local Aid | Local Lead | Various | Various - LL | Y | O10b | | |
| 06326 | Local Project Development Support | This program provides NJDOT project management and environmental support to local governments. | Local Aid | NJDOT | Various | Various | Y | O10a | | |
| 04314 | Local Safety/ High Risk Rural Roads Program | The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a short p | Local Aid | Local Lead | Various | Various - LL | Y | S3 | | X |
| S1109 | Maryland Avenue, Route 187 (Brigantine Blvd.) to Pacific Avenue | This project provides milling and overlay of the roadway within the existing right-of-way, removal and replacement of concrete roadway items and rehabilitation of the existing storm sewer infrastructure as needed and reconstruction of handicapped curb ram | | Atlantic City | Atlantic City | Atlantic | Y | S10 | | X |
| X30A | Metropolitan Planning | NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a contin | Local Aid | MPO | Various | Various | Y | O10a | | |
| S1110 | New Jersey Avenue (CR 621), Rambler Road (CR 621) to 26th Avenue | This project provides for milling and overlay of the roadway within the existing right of way. | | Cape May County | Wildwood Crest Boro | Cape May | Y | S10 | | |
| S1107 | North Main Road (CR 555), Park Avenue (CR 540) to Gloucester Line | This project provides for resurfacing of existing roadway with in-kind replacement of existing drainage systems and curbing. Traffic signal and signal detection upgrades are included. | | Cumberland | Vineland City | Cumberland | Y | S10 | | |
| X35A1 | Rail-Highway Grade Crossing Program, Federal | This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Fundi | Safety | NJDOT | Various | Various | Y | S8 | | |
| 99327A | Resurfacing, Federal | This program provides for the design and construction of pavement resurfacing projects. This line item will be utilized to provide pavement recommendations, survey, aerial photography, photogrammetry, base mapping and engineering needed to prepare contrac | Roadway Preservation | NJDOT | Various | Various | Y | S1 | | |
| 11422 | Route 9, Meadowview Avenue to Garden State Parkway, Pavement | This is a pavement resurfacing project covering NB & SB MP 46.49 to MP-52.4. The intent of the project is to restore the pavement surface friction coefficient . The project is part of the Pavement Management program issued to Project Management from Uppe | | NJDOT | Absecon City | Atlantic | Y | S10 | | |
| S0103A | Route 9, Northfield Sidewalk Replacement | The roadway consists of two 12-foot travel lanes and variable (five to eight foot) width shoulders. Concrete curbing and sidewalks are provided adjacent to the roadway intermittently throughout the project limits. This project will connect the sidewalks | Intermodal Programs | NJDOT | Northfield City | Atlantic | Y | AQ2 | | X |
| 11425 | Route 9, Route 109 to Parkway Drive, Pavement | This project is a resurfacing project with minor shoulder reconstruction initiated by Pavement Management Systems. The intent of the project is to restore the pavement friction coefficient as defined by Pavement Management. The project is part of the Pav | | NJDOT | Lower Twp | Cape May | Y | S4 | | |
| 11337 | Route 30, Elmwood Rd/Weymouth Rd (CR 623) to Haddon Ave. | Milling (2") and resurfacing (2") along 14 miles (MP 36.4 - 50.82) of Rte 30, with exception of two stretch in the Mullica City area where one stretch of 4" milling and 4" resurfacing and another stretch of 5" milling and 5" resurfacing is recommended. I | | NJDOT | Mullica Twp | Atlantic | Y | S10 | | X |
| 08371 | Route 40, Atlantic County, Drainage | NJDOT Operations reports multiple closures due to flooding in this area. Hydrology and hydraulics studies are needed to identify the stormwater drainage needs to reduce future flooding. The current stormwater pipes are inadequate to drain the stormwater c | Roadway Preservation | NJDOT | Pleasantville City | Atlantic | Y | S10 | | |
| 11421 | Route 40, Spring Garden Street to Route 77, Pavement | Reconstruction and resurfacing of US Route 40 mainline, shoulders and ramps in both directions. ADA ramps, minor curb repair, bicycle compatibility, minor drainage work, signal upgrades and striping is included. | | NJDOT | Woodstown Boro | Salem | Y | S10 | | |
| 04308 | Route 40, Woodstown Intersection Improvements | A preferred alternative for better truck acceleration through the signalized intersection has been selected by the community. This project is designed to improve the safety and operation of the intersection. | Congestion Relief | NJDOT | Woodstown Boro | Salem | Y | NR1 | | X |
| 2149F1 | Route 47/347 and Route 49/50 Corridor Enhancement | Concepts will be studied and developed to implement Intelligent Transportation System (ITS) strategies and alleviate summer traffic congestion in the Rt. 47/347 and Rt. 49/50 Corridors. | Capital Program Delivery | NJDOT | Various | Cape May | Y | O10a | | |
| 02310 | 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. | Roadway Preservation | NJDOT | Carneys Point Twp | Salem | Y | S2 | | |
| 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 maneuver | Congestion Relief | NJDOT | Bridgeton City | Cumberland | NX | 2020 | | X |

| DBNUM | Project Name | Description | Program Category | Sponsor | Munic. | County | Exempt? | Excat | ScenYr | New? |
|--------|--|---|----------------------|------------------|----------------------|-----------------|---------|-------|--------|------|
| 11423 | Route 49, Sarah Run Drive to Garrison Lane, Pavement | This pavement resurfacing project covering various sections of pavement between MP 18.8 and 40.1 (18.78-25.08, 25.72-26.4, 31.4-37.23 and 38.57-40.12). This project was identified as a priority from the Pavement Management System. | | NJDOT | Various | Cumberland | Y | S10 | | |
| 11332 | Route 50, Gibson Creek Road to Danenhauer Lane, Pavement | This is a pavement project covering northbound and southbound MP 11.2 to MP 18.5. The pavement project is identified as a priority need in the Pavement Management System. | | NJDOT | Estell Manor City | Atlantic | Y | S10 | | X |
| 244 | Route 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 Rain | Bridge Preservation | NJDOT | Ocean City | Cape May | Y | S19 | | |
| 01339 | Route 54, Route 322 over Cape May Point Branch | This project will provide for the Route 54 bridge over the Cape May Point Branch to be replaced, Route 322 bridge over the Cape May Point Branch to be replaced, Bridge on Route 54 over Route 322 is to be rehabilitated. This project is multi-year funded. | Bridge Preservation | NJDOT | Folsom Boro | Atlantic | Y | S19 | | |
| 11343 | Route 55, NB Leaming Mill Road to New York Avenue | This is a pavement project covering Rt. NB 25.0-30.4. The pavement project is identified as a priority need in the Pavement Management System. Seven structures are included in this project. They are: 0609-150, 0609-151, 0609-157, 0609-159, 0609-161, 0 | | NJDOT | Millville City | Cumberland | Y | S10 | | X |
| S1124 | Route 56, Landis Avenue, Phase IV, Orchard Road (CR 628) to Moyer Street | This project provides for milling and resurfacing of the roadway within the existing right of way in addition to removal and replacement of concrete items and rehabilitations of the existing storm sewer infrastructure as needed. | | Vineland City | Vineland City | Cumberland | Y | S10 | | |
| 02313 | Route 109, Garden State Parkway Intersection | A Problem Statement was submitted indicating that numerous motor vehicle accidents have occurred at the intersection of Rt. 109 and the Garden State Parkway due to extremely high seasonal traffic volumes, limited sight distance, inadequate storage, and ot | Congestion Relief | NJDOT | Lower Twp | Cape May | Y | NR1 | | |
| 93216 | Route 130, Hollywood Avenue (CR 618) | This project provides for 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 bel | Safety | NJDOT | Carneys Point Twp | Salem | Y | NR1 | | |
| 09331 | Route 206, Bridge over Clarks Creek and Sleepers Brook | This project involves replacement of Structures 0118-154 and 0118-155 over Clarks Creek (mp 5.03) and Sleepers Brook (mp 5.13) and approach roadways. Both structures are located in Hammonton, Atlantic County. | | NJDOT | Hammonton | Atlantic | Y | S19 | | |
| 196A5A | Route 40/322, Median Closures, Ivins Avenue to Spruce Avenue | Closure of eight existing median openings as well as construction of one new opening at Ivins Ave. along Rt. 40/322. Other improvements provide head to head left turn lanes within the median at the intersection of Ivins, Tremont and Ridge Avenues, separat | Roadway Preservation | NJDOT | Egg Harbor Twp | Atlantic | Y | S6 | | |
| S044 | SJTPO, Future Projects | This program provides funding for local projects to be selected by the South Jersey Transportation Planning Organization, the designated Metropolitan Planning Organization for Salem, Cumberland, Cape May and Atlantic counties. | Local Aid | SJTPO | Various | Various | Y | O10a | | |
| 09361 | South Inlet Transportation Improvement Project | The Casino Redevelopment 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 Autho | | SJTA/CRDA | Atlantic City | Atlantic | N | 2015 | | X |
| S1118 | Tuckahoe Road, First Avenue to Rt 50 | This project provides for milling and overlay of the roadway within the existing right of way. | | Atlantic County | Estell Manor City | Atlantic | Y | S10 | | |
| S1130 | Valley Avenue, Landis Avenue to Park Avenue (CR 540) | This project provides for milling and overlay resurfacing of the roadway within the existing right-of-way, removal and replacement of concrete roadway items and rehabilitation of the existing storm sewer infrastructure as needed. | | City of Vineland | Vineland City | Cumberland | Y | S10 | | |
| S1113 | Woodstown Road (CR 603), Commissioners Pike to Mannington | This project provides milling and overlay resurfacing of the roadway within the existing right of way, and safety improvements with limited guide rail replacement and drainage improvements. | | Salem County | Alloway Twp | Salem | Y | S10 | | |
| S1114 | Woodstown-Daretown Road (CR 615), Daretown Road to South Main Street | This project provides milling and overlay resurfacing of the roadway within the existing right of way, and safety improvements with limited guide rail replacement and drainage improvements. | | Salem County | Upper Pittsgrove Twp | Salem | Y | S10 | | |
| S1008 | YeGreate Street (CR 623) from Market Lane (CR 641) to MP 0.80, Resurfacing | Resurfacing of existing roadway with in-kind replacement of existing drainage systems, gutter and curbing. | | Local Lead | Greenwich Twp | Cumberland - LL | Y | S10 | | |

| NJ Transit Projects | | | | | | | | |
|---------------------|--|---|---------------------|------------|---------|------------|---------|-------|
| DBNUM | Project Name | Description | Program Category | Sponsor | Munic. | County | Exempt? | Excat |
| 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 necess | System Preservation | NJ TRANSIT | Various | Various | Y | S19 |
| T06 | Bus Passenger Facilities/Park and Ride | This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide. This project is funded under the provisions of Section 13 of P.L. 1995, | System Preservation | NJ TRANSIT | Various | Various | Y | MT8 |
| 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. AI | System Preservation | NJ TRANSIT | Various | Various | Y | MT8 |
| 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 TTF requirements and expanded eligibility criteria. | System Preservation | NJ TRANSIT | Various | Various | Y | MT8 |
| T106 | Private Carrier Equipment Program | This program provides State funds for the Private Carrier Capital Improvement Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. | System Preservation | NJ TRANSIT | Various | Various | Y | MT10 |
| T111 | 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 | System Preservation | NJ TRANSIT | Various | Various | Y | MT10 |
| T112 | Rail Rolling Stock Procurement | This program provides funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fle | System Preservation | NJ TRANSIT | Various | Various | Y | MT10 |
| 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, Transpiration Management Asso | System Management | NJ TRANSIT | Various | Various | Y | MT1 |
| 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 | System Preservation | NJ TRANSIT | Various | Various | Y | MT1 |
| T122 | Miscellaneous | Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the ye | System Management | NJ TRANSIT | Various | Various | Y | O10a |
| T13 | Claims support | Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. | System Management | NJ TRANSIT | Various | Various | Y | O10a |
| 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. | System Preservation | NJ TRANSIT | Various | Various | Y | MT3 |
| T143 | ADA--Platforms/Stations | Funding is provided for the design and construction of necessary improvements to make NJ TRANSIT's rail stations, and subway stations compliant with the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is req | System Preservation | NJ TRANSIT | Various | Various | Y | MT8 |
| 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. Formerly known as Section 16 Program. This project is funded under the provisions of Section 13 of P.L. 1 | System Management | NJ TRANSIT | Various | Various | Y | MT1 |
| T151 | Section 5311 Program | This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. | System Management | NJ TRANSIT | Various | Various | Y | MT1 |
| T16 | Environmental Compliance | Funding is provided for compliance with environmental regulations at both bus and rail facilities includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and | System Preservation | NJ TRANSIT | Various | Various | Y | O10a |
| 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. This project is funded under the provisions of Sect | System Preservation | NJ TRANSIT | Various | Cumberland | Y | MT1 |
| T199 | Job Access and Reverse Commute Program | Funding is provided to continue the Job Access and Reverse Commute (JARC) program with non-federal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC. | System Expansion | NJ TRANSIT | Various | Various | Y | O10b |
| 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 | System Preservation | NJ TRANSIT | Various | Various | Y | O10a |
| 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 B | System Preservation | NJ TRANSIT | Various | Various | Y | O10a |
| T300 | Transit Rail Initiatives | This program provides funding for transit expansion projects, including new station construction, Ferry Program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new star | System Expansion | NJ TRANSIT | Various | Various | Y | O10a |
| T32 | Building Capital Leases | Funding is provided for capital improvements and lease payment obligations at NJ TRANSIT operating and office installations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. | System Management | NJ TRANSIT | Various | Various | Y | MT8 |
| 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. | System Preservation | NJ TRANSIT | Various | Various | Y | MT3 |
| T37 | Rail Support Facilities and Equipment | This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including rail capacity improvements including passing sid | System Preservation | NJ TRANSIT | Various | Various | Y | MT9 |

| DBNUM | Project Name | Description | Program Category | Sponsor | Munic. | County | Exempt? | Excat |
|-------|--|---|---------------------|------------|---------|---------|---------|-------|
| 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. | System Preservation | NJ TRANSIT | Various | Various | Y | MT3 |
| 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 le | System Preservation | NJ TRANSIT | Various | Various | Y | MT9 |
| T50 | Signals and Communications/Electric Traction Systems | This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemw | System Preservation | NJ TRANSIT | Various | Various | Y | MT6 |
| 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 Syste | System Management | NJ TRANSIT | Various | Various | Y | MT6 |
| T508 | Security Improvements | This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. | Security | NJ TRANSIT | Various | Various | Y | MT1 |
| T515 | Casino Revenue Fund | State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these | System Preservation | NJ TRANSIT | Various | Various | Y | MT1 |
| 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. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. | System Preservation | NJ TRANSIT | Various | Various | Y | MT3 |
| T53G | Rail Fleet Overhaul | This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards. This project is fu | System Preservation | NJ TRANSIT | Various | Various | Y | MT3 |
| 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 i | System Preservation | NJ TRANSIT | Various | Various | Y | MT3 |
| 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 cap | System Management | NJ TRANSIT | Various | Various | Y | MT7 |
| T68 | Capital Program Implementation | Funding is provided for capital project management activities associated with capital program/project delivery including finance, procurement and DBE/SBE activities. | System Management | NJ TRANSIT | Various | Various | Y | O10a |
| T88 | Study and Development | This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. | Study & Development | NJ TRANSIT | Various | Various | Y | O10a |

| Non-Federally Funded/Regionally Significant Projects | | | | | | | | | |
|--|-------------------------------|---|--|---------|--------|----------|---------|-------|--|
| DBNUM | Route | Project Name | Description | Sponsor | Munic. | County | Exempt? | Excat | Scenario Year/Notes |
| | GSP | Parkway Mullica River Bridge | This project provides for the design and construction of improvements at the Parkway crossing of the Mullica River in Port Republic and Bass River Township, milepost 49.0. The primary work includes the construction of a new parallel bridge to provide for the proposed GSP widening from Interchange 30 to 80 improvements and the rehabilitation of the existing bridge which includes redecking, structural repairs and seismic retrofit. When complete the combined crossings will provide 3 lanes in each direction and full shoulders. The new structure was completed in 2011, currently all GSP traffic is traveling on it in a four lane pattern. Estimated construction cost: \$72,000,000. | NJTA | SJTPO | Atlantic | N | | 2014 (Omitted: Covered by 48-63 widening) |
| | GSP | 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 four new ramps connecting the GSP directly to Jimmie Leeds Road allowing full access to the Garden State Parkway. Additionally, the improvement includes adding a third lane and shoulders in both directions of the Garden State Parkway as part of the Widening from Interchange 30 to 80. This project is in design. | NJTA | SJTPO | Atlantic | N | | 2015 |
| | GSP | Parkway Interchange 44 Improvements | Presently Interchange 44 provides access to the Garden State Parkway to and from the north. This project will complete the interchange to provide two additional ramps to allow access to and from the south. The existing Pomona Road bridges over the GSP will be lengthened in order to accommodate an additional lane and full shoulders in both directions of the GSP as part of the Widening of the GSP from Interchange 30 to 80. This project is in design. Estimated construction cost (includes Interchange 41 improvements): \$50,000,000. | NJTA | SJTPO | Atlantic | N | | 2015 |
| | GSP | Parkway Widening and Interchange Improvements Milepost 35 to 38 | This project will improve operations at Interchange 36, 37 and 38 by providing full decel and accel lanes at Interchange 36 with Tilton Road and eliminate the southbound weave between traffic entering the GSP from the Atlantic City Expressway eastbound ramp and the traffic exiting the GSP at Interchange 37 with Washington Avenue. The improvement includes widening the Atlantic City Expressway entrance ramp to two lanes and adding one lane in each direction and full shoulders on the GSP to accommodate the widening from Interchange 30 to 80 improvement. This project is in design. | NJTA | SJTPO | Atlantic | N | | 2020 |
| | GSP | Garden State Parkway Interchange 48 to 63 Widening | One additional lane in each direction between Interchange 48 and 63 is currently under construction. Estimated Construction Cost: \$200,000,000 | NJTA | SJTPO | Atlantic | N | | 2015 |
| | GSP | Garden State Parkway Interchange 38 to 48 widening | One additional lane in each direction between Interchange 38 and 48 is currently in design. Estimated Construction Cost (including Interchange Improvements MP 35 to 38): \$220,000,000 | NJTA | SJTPO | Atlantic | N | | 2020 |
| | GSP | Garden State Parkway Interchange Improvements in Cape May | This project addresses grade-separated interchanges at Shell Bay Avenue, Stone Harbor Boulevard, and Crest Haven Road. Construction is just getting underway. Estimated construction cost: \$100,000,000. | NJTA | SJTPO | Cape May | N | | 2015 |
| | GSP | Replacement of the Garden State Parkway Southbound Bridges of Great Egg Harbor and Drag Channel | This project will provide for the replacement of the southbound bridges, including the construction of a multi-use pathway on the bridges, and the demolition of the Beesley's Point Bridge. Construction is anticipated to start April 2013. Estimated construction cost: \$225,000,000. | NJTA | SJTPO | Cape May | Y | S19 | |
| | ACE | ACE/ACY Direct Connector | Design and construction of direct connect roadway from the AC Expressway to ACY Airport. I am not sure the level of detail you need, but this project has been split into two distinct phases. The completion for Phase 1 is Summer 2014 and phase 2 would be 2020. 1a. - Phase 1 (Expected Completion 2014) 1b. - Phase 2 (Expected Completion 2020) | SJTA | SJTPO | Atlantic | N | | Phase 1: 2014/ (2015 Scenario Year); Phase 2: 2020 |
| | ACE | ACE Third Lane Widening Westbound | Construction to widen the AC Expressway with a third lane in the westbound direction, from Interchange 8 to Interchange 31. Completion set for May 2014 | SJTA | SJTPO | Atlantic | N | | 2015 |
| | ACE | Electronic Toll Collection Upgrades | Upgrade of toll collections and violation enforcement using innovative technology through electronic tolling. All toll plazas would be affected by Electronic Toll Collection Upgrades. The project consists of eliminating toll booths and implementing cashless system or All Electronic Tolling. | SJTA | SJTPO | Atlantic | N | | Omitted: No details available yet |
| | Dr Martin Luther King Jr Blvd | Dr Martin Luther King Jr Blvd Widening | Widening of Dr Martin Luther King Jr Blvd in Atlantic City. | CRDA | SJTPO | Atlantic | N | | 2015 |
| | Connecticut Ave | South Inlet Transportation Improvement Project | Creation of an entrance boulevard from Absecon Blvd (Rt 30) to the South Inlet section of Atlantic City. Road widenings and other improvements made to Connecticut Ave and Massachusetts Ave, with new turning lanes on Absecon Blvd and Atlantic Ave. | CRDA | SJTPO | Atlantic | N | | 2015 |
| | Sandman Blvd | Rehabilitation of Approach Roads (Phase I)-Cape May-Lewes Ferry | Cape May Approach Roads are in need of rehabilitation. The existing surface exhibits significant spalling and cracking. This project includes the construction of an additional lane along a portion (approximately 1.4 miles) of the approach roads, re-construction of the existing pavement, and upgrading safety features to meet present standards (i.e. guiderail, lighting, drainage, signage). Design is nearing completion and is currently under review by NJDOT. This project is planned for 2011-2012. Phase II design and construction, which includes the remainder of Sandman Boulevard and access roads into the terminal will begin in 2013. | DRBA | SJTPO | Cape May | N | | 2015 |
| | Delaware Memorial Bridge | 10-2 Toll Plaza Improvements/Electronic Toll Collection-DMB | Miscellaneous toll plaza and electronic toll collection (ETC) upgrades as required are done yearly. These upgrades are required to safeguard against having unplanned interruptions to the system and to provide a reliable and safe toll plaza. This work involves, but limited to, new equipment installation (i.e. variable radar speed signs), installation of a new intercom system, and other miscellaneous improvements. In 2010, money is budgeted to conduct an ETC upgrade study as well as help prepare for the RFP process leading into the next generation of toll plaza/ETC upgrades. In 2012, work will likely begin on the next generation of electronic toll collection to include possible lane re-configurations. The projected cost for this work in 2011 is \$300,000 and \$10 million over five years. | DRBA | SJTPO | Salem | N | | Omitted: No details available yet |

Appendix 2: Definition of Regional Significance

Definition of Regional Significance for SJTPO Conformity:

Pertaining only to those projects classified as non-exempt:

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

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

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

Appendix 3: Tables 2 and 3 listing Exempt Categories¹

Table 2—Exempt Projects

Safety

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking. Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
Rehabilitation of transit vehicles¹.
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet¹.
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels. Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:
 Planning and technical studies.
 Grants for training and research programs.
 Planning activities conducted pursuant to titles 23 and 49 U.S.C.
 Federal-aid systems revisions.
Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Noise attenuation.
Emergency or hardship advance land acquisitions (23 CFR 710.503).
Acquisition of scenic easements.

¹ Source: Transportation Conformity Regulations, 40 CFR §93.126, §93.127

Plantings, landscaping, etc.

Sign removal.

Directional and informational signs.

Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

Note: ¹ In PM₁₀ and PM_{2.5} nonattainment or maintenance areas, such projects are exempt only if they are in compliance

with control measures in the applicable implementation plan.

Table 3—Projects Exempt From Regional Emissions Analyses

Intersection channelization projects.

Intersection signalization projects at individual intersections.

Interchange reconfiguration projects.

Changes in vertical and horizontal alignment.

Truck size and weight inspection stations.

Bus terminals and transfer points.