

**Transportation Conformity of the SJTPO Fiscal
Years 2012-2021 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 Overview/Background

This report documents the demonstration of transportation conformity of the SJTPO FY 2012-2021 Transportation Improvement Program (TIP) and the SJTPO 2040 Regional Transportation Plan (RTP, or the Plan).

This conformity demonstration is based on the conformity Final Rule, including 40 CFR Part 93 as revised, and is consistent with the joint Environmental Protection Agency (EPA), Federal Highway Administration, and Federal Transit Administration Regional Air Quality Consultation and Coordination process. Pollutants addressed include 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 comply with the Final Rule for the 8-hour ozone National Ambient Air Quality Standards (NAAQS). EPA's final rule designating nonattainment areas for the 2008 8-hour ozone NAAQS became effective July 20, 2012. This final rule revokes the 1997 8-hour ozone NAAQS for transportation conformity. 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.

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

The *Final Rule* dictates that conformity findings within the SJTPO planning area are under the 8-hour ozone NAAQS. Effective August 1, 2008, EPA has determined that the 2008 and 2009 8-hour ozone budgets, submitted by New Jersey as part of its State Implementation Plan,² “are adequate for transportation conformity purposes” and the SJTPO “must use the new 2008 and 2009 8-hour ozone budgets for future transportation conformity determinations”.

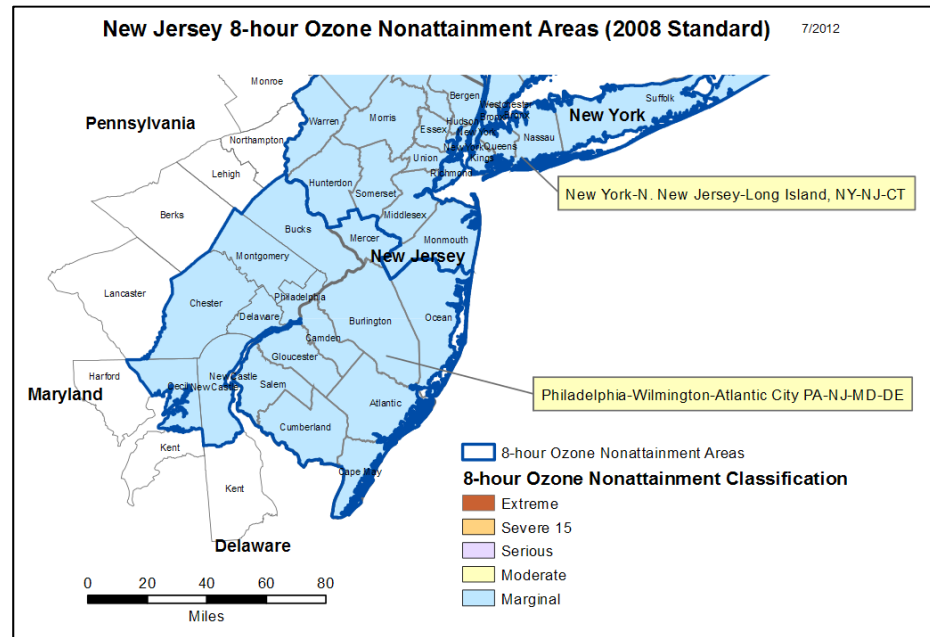
Note that SJTPO is responsible for demonstrating transportation conformity for its sub-area within the greater air quality control region (AQCR). Similarly DVRPC (Camden, Burlington, Gloucester, and Mercer Counties), NJTPA (Ocean County), and other MPO's are tasked with demonstrating transportation conformity for their planning region sub-areas located within the designated non-attainment area.

¹Excerpted from USEPA website - <http://www.epa.gov/glo/designations/1997standards/fsnov05.htm>

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

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, 2035, 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.

2 Projects and Analysis Years

There are two categories of projects contained in the TIP and the Plan for the conformity demonstration: 1) regionally significant and non-exempt projects, and; 2) projects exempted from the conformity analysis. The Final Rule defines a regionally significant project as a non-exempt transportation project that is on a facility serving regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. The emission analysis of transportation plans and programs must model all regionally significant and non-exempt projects.

The regional emissions analysis conducted to demonstrate 8-hour ozone NAAQS conformity of the TIP and the Plan includes all "regionally significant, non-exempt" projects on principal arterials and higher classifications – that is, those which can impact regional air quality. The project set includes all those in the Plan, those in the current TIP, and those which have been introduced in previous TIPs that are not yet completed. The regional emissions analysis performed for this conformity determination was actually run in July 2011. Even though that regional emissions analysis was based on the 2035 RTP, since there was nothing in the 2040 RTP that would affect the existing regional emissions analysis, per 40 CFR §93.122(g) of the Transportation Conformity Regulations, SJTPO is relying on this analysis to demonstrate conformity of the 2040 RTP with the SIP. Reliance on the existing regional emissions analysis was approved by the interagency consultation group at their teleconference on March 29, 2012.

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 Long Range Transportation Plan*). For the 2008 8-hour ozone NAAQS conformity determination, the interagency consultation group agreed at their February 20, 2013 teleconference that as there hasn't been any significant change in the project mix between this new analysis and the existing analysis, only the 2015 analysis year had to be run. VOCs and NO_x, which are heat-related ozone precursors, are concerns during the summer months, and are estimated for a July weekday. To demonstrate conformity, projected emissions in all analysis years must not exceed the established budgets.

A complete list of TIP projects is contained in **Appendix 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), also known as hydrocarbons (HC), and oxides of nitrogen/

Nitrates (NOx), react in the presence of sunlight. This analysis uses a series of computer models to forecast vehicle miles of travel, speeds, and finally emissions estimates for these precursors of ozone.

3.1 ANALYSIS SOFTWARE

A combination of computer programs centered on MOBILE6.2 and PPSUITE were used to assess air quality in the SJTPO region. MOBILE6.2 is a software package developed by the USEPA to calculate mobile source emissions. PPSUITE is a software package used to pre-format and post-format data to and from MOBILE6.2. It provides a linkage between MOBILE6.2 and the transportation model, the South Jersey Travel Demand Model (SJTDM). In this analysis emissions are calculated for two categories of pollutants: volatile organic compounds 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, 13.03 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 2020, 2030 and 2040 are listed in Table 1. The values correspond to maximum allowable emissions generated for a July weekday, the prescribed analysis day/period for the VOC and NOx emission testing in the SJTPO region.

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

Budgets	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. Note that there are no changes to the planning assumptions which were used for the most recently adopted conformity analysis of the TIP and the Plan. The travel demand modeling process utilizing the latest planning assumptions began on **May 16, 2011**.

Key elements utilized in this conformity assessment follow:

4.1 POPULATION & EMPLOYMENT

Population and employment forecasts endorsed by the SJTPO Policy Board at their September 2011 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. The SJTPO Policy Board formally approved the demographic projections for the 2040 Regional Transportation Plan at their March 26, 2012, Board Meeting. While there was a slight change in the allocation of employment data (between the September 2011 and March 2012 Board-approved versions), as this change was relatively inconsequential for a regional-scale emissions analysis, the Interagency Consultation Group determined at their March 29, 2012 teleconference that a new regional emissions analysis wasn’t warranted. Between March 2012 and April 2013, when most of the analysis was completed, 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 VMT was adjusted to 2009 conditions based on 2007 data from NJDOT’s Highway Performance Monitoring System (HPMS) estimates, which were confirmed by NJDOT to be the latest estimates. Vehicle type mix comes from 2005 DMV registration data with heavy vehicle adjustments based on 2007 data. Diesel fraction data is from 2003. In addition, auto operating costs remain at 15 cents per mile in year 2000 dollars.

4.3 TRANSIT OPERATION POLICY AND FARE CHANGES

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

4.4 TRANSPORTATION CONTROL MEASURES (TCMs)

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

5 Models and Inputs

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

- General Model Requirements
- Consistency with the Highway Performance Monitoring System (HPMS)
- Vehicle Miles Traveled (VMT) estimates

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

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

The South Jersey Travel Demand Model (SJTDM) was used along with PPSUITE. This model was last validated in July 2006 to a base year of 2002. It has been accepted and was used to establish the current 2008 and 2009 and projected 8-hour ozone budgets. The latest emissions model for New Jersey, MOBILE6.2, was used for the conformity analysis. The 2007 vehicle age and distribution data were used in the analysis process.

6 Stakeholder Participation

The stakeholder participation process is being and has been conducted according to the schedule depicted in Figure 3. This includes participation of the Transportation Conformity Interagency Consultation Group (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 March 29, 2012. For the 2008 8-hour ozone NAAQS conformity determination, a teleconference was held on February 20, 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 May 22, 2012 at the Cumberland County College in Vineland, New Jersey. A second public meeting was held on April 25, 2013, at the SJTPO offices in Vineland, New Jersey.

Figure 2 - SJTPO 8-Hour Ozone NAAQS Conformity Schedule for 2008 8-hour ozone NAAQS Conformity

SJTPO– 2008 8-hour ozone NAAQS Conformity Schedule	
Date	Process
4-Apr. 2011	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.
16-May 2011	Follow-up teleconference with Interagency Consultation Group to confirm latest planning assumptions and distribute project list. Start of travel demand model process.
28-Jul 2011	Draft Planning Assumptions document to SJTPO
29-Jul 2011	Provide Interagency Consultation Group with draft Conformity Determination. Request concurrence with findings using email and/or a conference call.
3-Aug 2011	Publish Public Notice for Public Hearing & Comment Period.
3 Aug – 2 Sept 2011	30-Day Public Review Period.
18-Aug 2011	Public Meeting
12-Sept 2011	TAC recommends Policy Board action on RTP and Conformity Determination.
26-Sept 2011	Policy Board action on TIP & Conformity Determination
27-Sept 2011	MPO TIP & Conformity Determination submitted to NJDOT
29-March 2012	Teleconference with Interagency Consultation Group to review TIP amendment and request concurrence of attendees on reliance of 2011 regional emissions analysis for 2040 RTP conformity determination.[
4 May-2012	Follow-up email with Interagency Consultation Group to discuss draft conformity determination report.
17 May-15 June 2012	30-Day Public Comment Period
22 May 2012	Public Meeting, 2040 RTP & Conformity Determination
9 July 2012	TAC recommends Policy Board action on RTP & Conformity Determination
23 July 2012	Policy Board action on 2040 RTP & Conformity Determination
20 February 2013	Teleconference with Interagency Consultation Group to discuss and concur on planning assumptions
2 April 2013	Release of draft 2008 8-hour ozone NAAQS conformity draft document
5 April 3 - 4 May 2013	30-Day Public Review Period.
25 April 2013	Public Meeting

SJTPO– 2008 8-hour ozone NAAQS Conformity Schedule	
6 May 2013	TAC recommends Policy Board action on Conformity Determination.
20 May 2013	Policy Board action on Conformity Determination
23 May 2013*	Forward Policy Board approved Conformity Determination to FHWA/FTA/EPA
20 July 2013	Deadline for FHWA/FTA approval

*Approximate

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	2035	2040
Population	613,367	631,396	665,703	689,613	710,254
Employment	280,442	284,483	295,632	305,055	315,141
VMT Summer	23,795,042	24,547,300	25,539,650	26,846,950	27,487,660
VHT Summer	727,677	748,963	808,779	867,793	892,928
VMT Winter	12,670,219	13,124,950	13,687,920	14,471,810	14,805,050
VHT Winter	303,842	315,249	331,341	350,271	361,422

7.1 ACTION SCENARIOS

The conformity assessment depicts the results of the action scenarios model runs versus the budgets established for each emission level for the analysis years. To develop the action scenarios, the base year highway network, which is the highway system as it existed in the model in the year 2007, is used as the starting point. For each analysis year, the highway network is modified to include the projects to be analyzed, as identified in Appendix A. For the analysis year, the SJTDM is 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	2035	2040
Budget	13.04	13.04	13.04	13.04	13.04
Action#	7.14	5.68	5.35	5.62	5.74
Budget-Action	5.9	7.36	7.69	7.42	7.3
Pass/Fail	PASS	PASS	PASS	PASS	PASS

Summer emission

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

	2015	2020	2030	2035	2040
Budget	29.64	29.64	29.64	29.64	29.64
Action#	11.99	6.69	4.31	4.39	4.51

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

Budget-Action	17.65	22.95	25.33	25.25	25.13
Pass/Fail	PASS	PASS	PASS	PASS	PASS

Summer emission

7.3 MEETING THE CONFORMITY CRITERIA

Tables 2 and 3 demonstrate that the TIP and the Plan conform to the SIPs with respect to the established motor vehicle emissions budgets in the corresponding implementation years. The TIP and the Plan meet all requirements under the 8-hour ozone standard all analysis years tested.

In addition to this demonstration that the estimated regional emissions of VOCs and NOx do not exceed the respective budgets included in the SIPs established by NJDEP, SJTPO’s transportation conformity results must also meet all the applicable criteria that are consistent with the requirements for non-attainment areas under the CAAA. Specifically, the transportation conformity determination must be shown:

- To be fiscally constrained (40 CFR 93.108);
- To be based on the latest planning assumptions (40 CFR 93.110);
- To be based on the latest emissions estimation model available (40 CFR 93.111);
- To include consultation procedures consistent with those described in the *Final Rule* (40 CFR 93.112);
- Not to interfere with the timely implementation of TCMs (40 CFR 93.113); and,
- To be consistent with the motor vehicle emissions budgets in the applicable implementation plans (40 CFR 93.118).

All identified conformity evaluation criteria in the Final Rule, and subsequent responses from SJTPO, are detailed in Figure 3.

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

<i>Corresponding 40 CFR Part 93 Section(s)</i>	<i>Evaluation Criteria</i>	<i>SJTPO’s Response</i>
§93.106(a)	(1) Are the transportation plan horizon years correct?	Yes. 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, will become the current and conforming transportation plan, which will quantify and

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
		document demographic and employment factors influencing transportation demand.
§93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in horizon years?	Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed and described. Detailed information regarding each project can be found in the respective <i>TIP</i> and <i>Plan</i> documents.
§93.108	Are the transportation improvement program and the transportation plan fiscally constrained?	Yes. The <i>TIP</i> and the <i>Plan</i> are constrained to reasonably anticipate financial resources.
§93.109(a)	Has the MPO demonstrated that all applicable criteria and procedures for conformity are complied and satisfied?	Yes. As part of the response, this table itemizing criteria and responses is presented.
§93.109(e)	Are all budget tests for VOCs, NOx, and CO satisfied as required by §93.118 and §93.119 for conformity determination?	Yes. As a moderate non-attainment area with existing 8-hour ozone <i>SIP</i> budgets, SJTPO performs budget tests to demonstrate the 8-hour ozone conformity of the <i>TIP</i> and the <i>Plan</i> . SJTPO is not required to perform CO testing at this time.
§93.109(f)	Are the conformity determinations based upon the latest planning assumptions?	Yes.
	(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions in force at the time the conformity determination began?	(a) Yes. This conformity determination utilizes the most recent planning assumptions as of May 16, 2011 , the start date of the travel demand modeling process which in effect signaled the start of the conformity determination process. Although analysis for 2015 was done after this date, the Interagency Consultation Group agreed at their February 20, 2013 meeting that a complete new emissions analysis for the existing analysis of 2020, 2030, and 2040 wasn't warranted.
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most	(b) Yes. This conformity determination utilizes the most recent demographic and employment data adopted by the SJTPO Policy Board in September 2011 and shown in this

Corresponding 40 CFR Part 93	Evaluation Criteria	SJTPO's Response
§93.110	recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	conformity determination document. Also, vehicle registration data from 2007 are used. The assumptions are derived from the most recent information available to SJTPO.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	(c) Yes. Applicable transit operating policies and transit ridership are addressed in conformity.
§93.110 (cont)	(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 DRBA facilities and the New Jersey Turnpike.
	(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 MOBILE 6.2.

Corresponding 40 CFR Part 93 Section(s)	Evaluation Criteria	SJTPO's Response
§93.112	Did the MPO make the conformity determination according to the consultation procedures of the <i>Final Rule</i> or the state's conformity <i>SIP</i> ?	Yes. Interagency Consultation Group (ICG) teleconferences were held on March 29, 2012 with follow-up consultation held via teleconference. An additional ICG teleconference was held February 20, 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 and NAAQS.
§93.113(b) §93.113(c)	Are TCMs being implemented in a timely manner?	There are currently no adopted transportation control measures in the <i>SIPs</i> .
§93.114	Are there a currently conforming transportation plan and a currently conforming TIP at the time of project approval?	Yes. The SJTPO FY 2012 <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.
§93.115	Are the projects from a conforming Plan and TIP?	Yes. The Plan Conformity was approved on September 26, 2011, and TIP projects come from the Conforming Plan. So the TIP and the Plan remain consistent.
§93.118	For Areas with SIP Budgets: Is the Transportation Plan, TIP, or Project consistent	Yes. The <i>TIP</i> and the <i>Plan</i> result in fewer emissions than the

Corresponding 40 CFR Part 93	Evaluation Criteria	SJTPO's Response
Section(s)	with the established motor vehicle emissions budget(s) in the applicable SIP?	established budgets for all pollutants in each analysis year.
§93.119	For areas without SIP Budgets: Does the Transportation Plan, TIP or Project satisfy the prescribed emissions test?	Not applicable. There are adequate SIP budgets for NOx and VOC, the two criteria pollutants of concern for the SJTPO region.
§93.122(a) (6)	Are reasonable methods and factors used for the regional emissions analysis consistent with those used to establish the emissions budget in the applicable implementation plan?	Yes. The ambient temperatures and other factors used in the analysis, including the methods for off-network VMT and speed have been reviewed by the ICG, and have been deemed reasonable.
§93.122(a) (7)		
§93.122(b)	Is there a network-based travel model of reasonable methods to estimate traffic speed and delays for the purpose of transportation-related emissions estimates?	Yes. The South Jersey Travel Demand Model is a network-based model used in conjunction with PPSUITE.

8 Comments and Responses

	Comment	Date received	SJTPO Response
1	<p>From Matt Laurita, Environmental Engineer, USEPA Region 2</p> <p>I didn't see any mention in the document about relying on the previous analysis. Even though you are presenting the results again, I think the document should make it clear that this is not a new analysis. The fact that the analysis start date is in May of 2011 might be confusing to the public.</p> <p>I would suggest that in the Overview section (and maybe even again in Section 7), you state that this conformity determination is relying on the 2011 analysis, in accordance with 40 CFR 93.122(g), and you are just re-stating the results in this document for completeness (or something to that effect).</p> <p>Let me know if you have questions on this.</p>	5/7/2012, via email	The conformity determination has been revised to address this comment.

Appendices⁴

1. Final Project List
2. Definition of Regional Significance
3. Tables 2, 3 from §93.126 and §93.127 Transportation Conformity Regulations listing Exempt Categories.

Description of Appendices

Appendix 1 to this report lists the actual projects that comprise the future transportation system and emissions modeling that are the basis of the conformity determination process. This appendix includes the entire FY 2012-FY 2021 TIP, as well as all the regionally-significant, non-federally funded projects. Generally, the sponsors for these types of projects are the authorities—i.e., the South Jersey Transportation Authority (SJTA), the New Jersey Turnpike Authority (NJTA), and the Delaware River and Bay Authority (DRBA).

For each project, certain information is provided in Appendix 1. The following tables identify the fields:

Field	Definition
New	Identifies if the project is “New” for this fiscal year. If there is no “X,” the project is an existing project carried over from an earlier year.
DBNUM	DBNUM, or “database number”—Unique identifier assigned by sponsoring agency—(NJDOT or NJ Transit), used to identify each project.
Route	Gives specific route, if applicable.
Project Name	Name of Project
Project Description	More detailed description of project.
Regionally Significant	Refers to whether project is “regionally significant,” “Y” or “N,” as deemed by the SJTPO in consultation with the Interagency Consultation Group.
Exempt	Whether a project is exempt (“Y”), or not, (“N”), as determined by the SJTPO in consultation with the Interagency Group.
Exempt Category	Exemption Category provided if project is “exempt.”
Scenario Year	Scenario/Analysis year project placed in. Generally applies only to non-exempt projects.
Source	Project Sponsor

Appendix 2 gives the definition of “regional significance,” as adopted by the Interagency Group at its April 4, 2011 meeting. Appendix 3 are the tables from the Transportation Conformity Regulations 40 CFR § 93.126 *Exempt Projects*, and §93.127 *Projects exempt from regional emissions analyses*, respectively, from which the Exempt Categories are derived.

⁴ Due to their volume, the appendices have not been included in the printed document packet. However, anyone interested in reviewing them can contact David Heller, or obtain them via the website, as indicated below.

This entire report, as well as the associated appendices, can also be accessed on the SJTPO website: www.sjtpo.org, or by contacting David Heller at: (856)-794-1941, or email: dheller@sjtpo.org.

Appendix 1

Fiscal Year 2012-2021 Air Quality Conformity Project Listing (Revised Draft)

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	03304		Bridge Deck/Superstructure Replacement Program	This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY 12-21 Draft Program
	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 effort.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY 12-21 Draft Program
	X07A		Bridge Inspection, State NBIS Bridges	This program provides regular structural inspection of state highway and NJ Transit highway-carrying bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges which were not fully evaluated as part of the prior effort.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes)		FY 12-21 Draft Program
	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 treatments may include pavement improvements, protection or removal of fixed objects, and utility pole delineation. This program will also develop and implement a systematic approach to the installation of lane and roadway departure technologies such as rumblestrips and rumblestrips, signing, and striping to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and deaths. Additionally, this program will also provide for the development and implementation of quick-turnaround projects at locations which show an excessive occurrence of crashes as well as remediation of those locations.	N	Y	Safety Improvement Program		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	98543		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. The following special federal appropriations were allocated to this project. TEA-21/Q92 \$5,125,498, (ID #NJ 026); SAFETEA-LU High Priority \$32,000,000, (ID# NJ 136), (available 20% per year). This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$77,708,448.	Y	N		2020	FY 12-21 Draft Program
	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 delivery process.	N	Y	Widening narrow pavements; bicycle and pedestrian facilities; pavement resurfacing and/or rehabilitation		FY 12-21 Draft Program
	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. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.	N	Y	Operating assistance to transit agencies; purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet		FY 12-21 Draft Program
			Atlantic City Jitney Association	CNG Fueling Station	N	Y			FY12 CMAQ
			City of Atlantic City	CNG Vehicles--Upgrading of 5 vehicles, purchase of 8 vehicles	N	Y			FY12 CMAQ
	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.	N	Y			

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	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.	N	Y	Widening narrow pavements; bicycle and pedestrian facilities; pavement resurfacing and/or rehabilitation		FY 12-21 Draft Program
	06326		Local Project Development Support	This program provides NJDOT project management and environmental support to local governments.	N	Y	Planning and technical studies		FY 12-21 Draft Program
	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 period of time, generally less than 12 months from problem identification to completion of construction. This program also encompasses mandatory federal funding of \$1.7 million per year for High Risk Rural Roads, for safety countermeasures on rural major or minor collector roads, or on rural local roads.	N	Y	Safety Improvement Program		FY 12-21 Draft Program
	X30A		Metropolitan Planning	NJDOT supports the federally mandated Metropolitan Planning Organization (MPO) transportation planning process. The MPO's carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible State and local officials, public and private transit operators and the general public.		Y	Planning and technical studies		FY 12-21 Draft Program
	S0002		Middle Thorofare, Mill Creek, Upper Thorofare Bridges, CR 621	Funding is provided for the proposed replacement of Ocean Drive over the existing Middle Thorofare, Mill Creek and Upper Thorofare on CR 621, as well as the improvement of Ocean Drive from Rt. 109 to the Upper Thorofare Bridge. The following special federal appropriation was allocated to this project. SAFETEA-LU FY 2005, Section 3224 \$1,600,000 (ID# NJ226) (available 20% per year).	N	Y	Reconstructing bridges (no additional travel lanes)		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	X35A1		Rail-Highway Grade Crossing Program, Federal	This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.	N	Y	Railway/highway crossing warning devices; hazard elimination program		FY 12-21 Draft Program
	99327A		Resurfacing, Federal	This program provides for the design and construction of pavement resurfacing projects. This line item will be utilized to provide engineering needed to prepare contract documents to advertise resurfacing projects as well as provide for contractor services to construct resurfacing projects. Project lists will be developed by using the Pavement Management System and visual inspection of the roadway segments in need of repair.	N	Y	Pavement resurfacing and/or rehabilitation		FY 12-21 Draft Program
	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.	N	Y	Pavement resurfacing and/or rehabilitation; planning and technical studies		FY 12-21 Draft Program
	X82		Traffic Operations Center (South)	This program provides for the development and implementation of state-of-the-art traffic management techniques including maintaining a traffic operations center; incident management and construction traffic mitigation; highway advisory radio; operation and maintenance of computerized traffic signal, traffic surveillance, motorist information systems; minor Intelligent Transportation System installations; TOC operation for Rt. 29 tunnel; operation of the NJDOT Emergency Call Center (CDU); and other techniques.	N	Y	Traffic control devices and operating assistance other than signalization projects		FY 12-21 Draft Program
	S0103A		Route 9, Northfield Sidewalk Replacement	two 12-foot travel lanes and variable (five to eight foot) width bike and sidewalks are provided adjacent to the roadway throughout the project limits. This project will connect the sidewalks and throughout the project limits. The sidewalks will be pavement.	N	Y	Bicycle and pedestrian facilities		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
X	11337		Route 30, Elmwood Rd/Weymouth Rd (CR 623) to Haddon Ave., Pavement	This is a pavement resurfacing project covering MP 36.4-50.8	N	Y	Pavement resurfacing and/or rehabilitation; planning and technical studies		FY 12-21 Draft Program
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 causing flooding in the roadway. The past flood closure occurrences and daily vehicular traffic at this location results in a high probability that motorists will be significantly impacted during the next major storm event. The project ranks #14 of 200 in the Drainage Management System.	N	Y	Pavement resurfacing and/or rehabilitation		FY 12-21 Draft Program
X	10336		Route 40, MP 6.0 to 8.0, Pavement	This is a pavement rehabilitation project along Rt. 40 in Salem County. The pavement surface is poor along the entire length of the project. This location is ranked #24 on the 2008 Pavement Projects List.	N	Y	Pavement resurfacing and/or rehabilitation		FY 12-21 Draft Program
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.	N	Y	Traffic control devices and operating assistance other than signalization		FY 12-21 Draft Program
	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.	N	Y	Hazard elimination program		FY 12-21 Draft Program
X	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	N	Y	Pavement resurfacing and/or rehabilitation		FY 12-21 Draft Program
	242	NJ 50 and NJ 49	Route 50, Tuckahoe River Bridge (2E 3B)	The replacement will be a fixed structure on the same alignment. The new structure will have two 12-foot travel lanes and 6-foot shoulders, as well as a six-foot sidewalk on the NB side of the bridge. Additional	N	Y	Reconstructing bridges (no additional travel lanes) and intersection signalization projects		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				roadway improvements will include signaling the Rt. 50 and Rt. 49 intersection as well as providing a 15-foot through lane and 12-foot left turn lane NB and a 12-foot through lane and a 15-foot right-turn lane SB			at individual intersections		
	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 Rainbow Thorofare. In addition, access ramps will be constructed down onto Rainbow Island in both directions for fishing and recreational access.	N	Y	Reconstructing bridges (no additional travel lanes) and Bicycle and Pedestrian Facilities		FY 12-21 Draft Program
	01339		Route 54, Route 322 to Cape May Point Branch Bridge	This project will provide for the rehabilitation of the Rt. 54 structure over Rt. 322. The bridge over the Cape May Point Branch will be replaced. A third structure over Rt. 322 will be rehabilitated. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be \$33,033,000.	N	Y	Reconstructing bridges (no additional travel lanes)		FY 12-21 Draft Program
X	11343		Route 55, Schooner Landing Road to New York Ave., Pavement	This is a pavement project covering Rt. 55, SB 21.8-26.5 & NB 25.0-30.4	N	Y	Reconstructing bridges (no additional travel lanes)		FY 12-21 Draft Program
X	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 other factors. It was also noted that queuing often blocks the Rt. 109 to Garden State Parkway northbound movement and U-turns as well as movements at Ninth Avenue.	N	Y	Technical Studies		FY 12-21 Draft Program
	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 believed to contribute to accidents. Scope of project to be determined.	N	Y	Safety improvement program, Increasing sight distance.		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
X	09331		Route 206, Bridge over Clarks Creek and Sleepers Brook	This project provides for the superstructure replacement of Structures 0118-154 and 0118-155: Clarks Creek, Deck rating = 5, Superstructure rating = 4, SR = 59.80 and Sleepers Brook, Decker rating = 5, Superstructure rating = 4, SR=60.60	N	Y	Reconstructing bridges (no additional travel lanes)		FY 12-21 Draft Program
X	06405		Route 322, Woodland Drive/Walmart Intersection, Pedestrian Improvements	This project covers pedestrian operational and safety improvements at the Rt. 322, Woodland Drive/Walmart intersection.	N	Y	Safety improvement program, Increasing sight distance		FY 12-21 Draft Program
	T05	TRANSIT	Bridge and Tunnel Rehabilitation	This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	N	Y	Widening narrow pavements or reconstructing bridges (no additional travel lanes).		FY 12-21 Draft Program
	T06	TRANSIT	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, c.108.	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T08	TRANSIT	Bus Support Facilities and Equipment	<p>This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).		FY 12-21 Draft Program
	T09	TRANSIT	Bus Vehicle and Facility Maintenance/ Capital Maintenance	<p>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.</p>	N	Y	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).		FY 12-21 Draft Program
X	T111	TRANSIT		<p>This program provides funds for replacement of transit, commuter, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay -as-you-go funding is provided for over 2300 buses replacements over the next 10-years.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>			Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T112	TRANSIT	Rail Rolling Stock Procurement	<p>This program provides funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace overaged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations).</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.		FY 12-21 Draft Program
	T120	TRANSIT	Small/Special Services Program	<p>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 Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Operating assistance to transit agencies.		FY 12-21 Draft Program
	T121	TRANSIT	Physical Plant	<p>Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail facilities.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Operating assistance to transit agencies.		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T122	TRANSIT	Miscellaneous	<p>Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Planning and technical studies.		FY 12-21 Draft Program
	T13	TRANSIT	Claims Support	<p>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.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Planning and technical studies.		FY 12-21 Draft Program
	T135	TRANSIT	Preventive Maintenance – Bus	<p>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.</p>	N	Y	Rehabilitation of transit vehicles.		FY 12-21 Draft Program
	T150	TRANSIT	Section 5310 Program	<p>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 21 Program.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Operating assistance to transit agencies.		FY 12-21 Draft Program
	T151	TRANSIT	Section 5311 Program	<p>This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Operating assistance to transit agencies.		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T21	TRANSIT	Environmental Compliance	<p>Funding is provided for compliance with environmental regulations at both bus and rail facilities includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Planning and technical studies.		FY 12-21 Draft Program
	T199	TRANSIT	Job Access and Reverse Commute Program	<p>The Job Access and Reverse Commute Program, funded through the Transportation Equity Act for the 21st Century (TEA-21), is intended to support transportation services to connect welfare recipients and other transit dependents to jobs and related employment activities. JARC program funds are matched with Local and/or TANF funds.</p>	N	Y	Operating assistance to transit agencies.		FY 12-21 Draft Program
	T20	TRANSIT	Immediate Action Program	<p>Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.</p>	N	Y	Planning and technical studies.		FY 12-21 Draft Program
	T210	TRANSIT	Transit Enhancements	<p>Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1C., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Construction of small passenger shelters and information kiosks.		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T300	TRANSIT	Transit Rail Initiatives	<p>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 starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): HBLR Extension to 8th Street Bayonne; Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Restoration of commuter rail service to Lackawanna Cutoff; Port Morris Improvements; Rail Spur to the Meadowlands Sports Complex; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new Portal Bridge, new rail station improvements such as Atlantic City Line/River LINE connection, River LINE Cramer Hill Station, Moynihan Station, Penn Station New York Platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new and existing systemwide, rail, bus, and light rail initiatives arising during the year. Funding is also provided to advance projects dependent on federal formula funds, federal earmarks, other non-federal (including private) funding, and/or state resources available beyond planned levels.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Planning and technical studies.		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T32	TRANSIT	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.	N	Y	Specific activities which do not involve or lead directly to construction.		
	T34	TRANSIT	Rail Capital Maintenance	The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.	N	Y	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.		
X	T37	TRANSIT	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 sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet, Hoboken Wheel Tru Machine Replacement. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.	N	Y	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.		
	T39	TRANSIT	Preventive Maintenance – Rail	This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.	N	Y	Rehabilitation of transit vehicles.		

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T42	TRANSIT	Track Program	<p>Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.		
	T50	TRANSIT	Signals and Communication Electric Systems	<p>This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Construction or renovation of power, signal, and communications systems.		

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T500	TRANSIT	Technology Improvements	<p>This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Construction or renovation of power, signal, and communications systems.		FY 12-21 Draft Program
	T508	TRANSIT	Security Improvements	<p>This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Operating assistance to transit agencies.		FY 12-21 Draft Program
	T515	TRANSIT	Casino Revenue Fund	<p>State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Operating assistance to transit agencies.		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T53E	TRANSIT	Locomotive Overhaul	<p>Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Rehabilitation of transit vehicles.		FY 12-21 Draft Program
	T53G	TRANSIT	Rail Fleet Overhaul	<p>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.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Rehabilitation of transit vehicles.		FY 12-21 Draft Program
	T55	TRANSIT	Other Rail Station/Terminal Improvements	<p>Funding is provided for the design, land acquisition and construction of various stations, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation systemwide, and STARS Program. Funding for Elizabeth Rail Station Reconstruction and North Elizabeth Station Repairs are also included.</p> <p>The total project cost of the Elizabeth Rail Station Reconstruction is \$53 million.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Rehabilitation of transit vehicles.		FY 12-21 Draft Program

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	T552	TRANSIT	New Freedom Program	<p>This program provides funding to encourage services and facilities improvements to address the transportation needs of persons with disabilities that go beyond those required by the American with disabilities Act. The program provides for associated capital and operating costs to help people with disabilities participate more fully in the workforce and in community life.</p> <p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Construction of small passenger shelters and information kiosks.		FY 12-21 Draft Program
	T68	TRANSIT	Capital Program Implementation	<p>Funding is provided for capital project management activities associated with capital program/project delivery including finance, procurement and DBE/SBE activities.</p> <p>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.</p>	N	Y	Planning and technical studies.		FY 12-21 Draft Program
	T88	TRANSIT	Study and Development	<p>This project is funded under the provisions of Section 13 of P.L. 1995, c.108.</p>	N	Y	Planning and technical studies.		FY 12-21 Draft Program

Regionally Significant, Non-Federally-Funded Projects

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
	SJTA		Regional Transportation Initiative	Planning, design and feasibility studies for various multi modal transportation projects through the South Jersey region.	Y	Y	Technical Studies		SJTA
X	SJTA		ACE/ACY Direct Connector	Design and construction of direct connect roadway from the AC Expressway to ACY Airport.	Y	N		2020	SJTA
	SJTA		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.	Y	N		2020	SJTA
	SJTA		Electronic Toll Collection Upgrades	Upgrade of toll collections and violation enforcement using innovative technology through electronic tolling.	Y	N	Previously coded as 63520A	2020	SJTA
X	DRBA		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. The Authority has applied for a grant in the amount of \$2.2 million to help fund Phase I of this work. This budget line also includes \$450,000	Y	N		2015	DRBA

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
				for work associated with the project regarding the upgrade of the existing railroad crossing operated by Cape May Seashore lines. The total projected cost for Phase I is \$7.7 million with the Authority's share being \$5.5 million.					
X	DRBA		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.	Y	N		2015	DRBA
	NJTA	GSP	Parkway Mullica River Bridge	This project provides for the design and construction phases of improvements at the Parkway crossing of the Mullica River. The primary work includes the construction of a new parallel bridge and bridge redecking, structural repairs and seismic retrofit on the existing bridge, Structure No. 49.0.	Y	N	Part of GSP 30-80 Widening	2020	NJTA
	NJTA	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 two additional ramps to allow access to Jimmie Leeds Road to and from the south.	Y	N		2020	NJTA
	NJTA	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 with toll plazas to allow access to and from the south.	Y	N		2020	NJTA

New	DBNUM	Route	Project Name	Project Description	Regionally Significant	Exempt	Exempt Category	Scenario Year	Source
X	NJTA	GSP	Parkway Bass River Bridge	Widening and rehabilitation of Parkway's Bass River Bridge. Estimated cost \$80 million.	Y	N	Part of GSP 30-80 Widening	2020	NJTA
	NJTA		Turnpike / Parkway Southern Improvements	This project will provide miscellaneous improvements to mainline and Interchanges located in the southern portion of the Garden State Parkway between MP 0 and MP 48, including a new northbound off-ramp and new southbound on – ramp at Interchange 17	Y	N		2020	NJTA
	NJTA	GSP	Garden State Parkway Interchange 30 – 80 Widening	One additional lane in each direction between Interchange 30 and 80	Y	N		2020	NJTA

*FY 2012 CMAQ Project Applications not yet finalized

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.